Public Works (1897) Department.

G.O., No. 162 J

DATED 15th February 1897

[Despatch Abstract.]

Navigation Rules. Approving the draft Notification and Circular proposed under Act No. J 1890 and directing their publication in the Gazettes of the Northern Territory

Indexed.

BACK PAPERS.

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IRRIGATION.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 162 I., 15th February 1897.

FEBRUARY.

Navigation Rules

Approving the draft notification and revised — proposed under Act II of 1890 and directing their publication in three issues of the Fort St. George and District Gazettes.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

Read—again the following paper:—

Proceedings of the Madras Government, dated 26th March 1896, No. 293 I.

Read—also the following papers:—

From the Government Solicitor, Madras, dated 27th April 1896, No. 217.
" " " " 29th July " " 354.

DRAFT NOTIFICATION.

NOTE.—*This notification is published for public information. Any objections which may be raised thereto by the public by letter to the Joint Secretary to Government, in the Public Works Department, Irrigation Branch, within three months from the date of this notification will be duly considered before enforcing the rules.*

I.—General.

Under the provisions of section 16, Madras Act II of 1890 (An Act to make better provision for the establishment of Canals and public Ferries in the Presidency of Madras and for the management thereof), His Excellency the Governor in Council is pleased to declare that, in supersession of the existing rules regarding navigation on canals, the following rules shall, on and after 1st, be in force on the lines * of navigation defined in the margin or which may hereafter, by notification, be brought under the provisions of the said Act.

* The Chilka lake canal, Ganjám district.
The Dumagudiem canal, Gódávari district.
The Gódávari canals, consisting of the canals, channels, rivers and backwaters in the Gódávari district, north of the Vasista Gódávari river.
The Kistna canals, consisting of the canals, channels, rivers and backwaters in the Gódávari and Kistna districts between the Vasista Gódávari and Kistna rivers.
The Buckingham canal, consisting of the canals, channels, rivers and backwaters in the Kistna district, south of the Kistna river, and the Buckingham canal in the Kistna, Nellore, Chingleput and South Arcot districts and Madras town including all sea bars, estuaries, backwaters, rivers and channels, whether salt or fresh, connected with it.
The Kurnool-Cuddapah canal in the Kurnool and Cuddapah districts.
The Védáranniyam canal in the Tanjore district.

2. *Exemption of Government canal vessels from paying license fees, &c.*—All Government vessels belonging to the Public Works Department shall be exempted from paying license or registration fees or tolls.

3. *Officers and their powers.*—The management of canals for navigation is vested in the Executive Engineers of the divisions of the Public Works Department in which the canals are situated, subject to the supervision of the Superintending Engineer of the circle concerned and the control of the Chief Engineer for Irrigation. Executive Engineers are, in respect to the canals in their charge, authorized to exercise the powers described in section 7 of the Act and to delegate, in writing, all or any of those powers to any officer or subordinate working under them. These officers or subordinates are referred to in these rules as "Canal officers."

II.—Licenses.

4. *Vessels to be licensed.*—All vessels using any of the canals shall be licensed except those registered under rule 20 or exempted under rule 2 or rule 25.

5. *Conditions and rates of fees.*—On application by the owner of a vessel or his agent, either in person or by letter, for permission to navigate any particular canal, and on payment of the fees prescribed in the notification published under section 6 of the Act, the Executive Engineer of the division concerned, or any other Canal officer duly authorized by him, shall grant a license for such navigation in Form A attached to these rules either for one year or for six weeks as the owner of the vessel or his

agent may elect, subject to a condition that claims for compensation in consequence of the closure of all or any of the canals for repairs, insufficiency of water or any other impediment to navigation shall not be recognized. The applicant shall furnish all the information necessary for the due filling in of the license.

6. *License fees for two or more lines of Navigation.*—A license may be granted for navigation of two or more of the Gódávari, Kistna and Buckingham Canal lines of navigation. The fees for such licenses shall be those prescribed in the notification published under section 6 of the Act.

Provided that a license may be extended for the navigation of canals not originally mentioned in it on receipt of the difference between the fees paid on the original license and those chargeable on the license as extended. Such extension of a license shall be effected only at the station at which the said license was obtained.

7. *Counterpart of licenses.*—Every Canal officer empowered to grant licenses shall retain the counterpart of every license granted by him and shall be responsible that it corresponds to the license of which it is a counterpart. When an alteration is made in the license, a corresponding alteration shall be made in the counterpart thereof.

8. *Transfer of license for one year.*—If the ownership of a vessel licensed for one year is changed during the year for which the vessel is licensed the officer who granted the license may, upon the application of the original owner and the transferee, alter the license by substituting the name of the latter for that of the former. But a license granted for one vessel shall not be transferred to another vessel.

9. *Licenses for one year.*—Every license for one year shall remain in force until the 31st March following the date of issue, unless it is cancelled or suspended as hereinafter provided.

10. *Renewal of six weeks' licenses.*—A license granted for six weeks may be renewed from time to time for further periods of six weeks. Such renewals shall be endorsed upon the license.

11. *Conversion of a six weeks' license.*—If a license granted for six weeks has not been renewed more than once, it may be converted into a license for the year in which it was issued upon receipt of the difference of fee payable for a six weeks' license and for a license for one year.

12. *Gross tonnage.*—The gross tonnage of a vessel shall be ascertained by multiplying its length, breadth and depth in feet and inches and dividing the product by fifty. The length shall be measured at half the midship depth in a straight line from the inside of the outerplanking at the side of the stem to the inside of the outerplanking at the side of the stern post and shall be hereinafter called the length for tonnage. The breadth for tonnage shall be one-sixth of the sum of five widths taken at equal distances along and right angles to the above length for tonnage measured from the rib on one side to the planking on the other side. If the vessel has a fixed internal planking or "ceiling," the said five widths shall be measured from the inner side of such ceiling on one side to the inner side thereof on the other side.

The depth of all vessels shall be measured in a vertical line at the centre of the length for tonnage. If a vessel is decked, the measurement for depth shall be from the under side of the deck planking or, in case of a break, below a line stretched in continuation of such deck planking. If the vessel is an open one or a "Rahadari" (transit) boat the measurement for depth shall be from an athwartship line extended from the upper edge of the upper strake on both sides of the vessel. If the vessel has a fixed ceiling (inner planking) the measurement for depth shall be to the inner side of such ceiling. If a vessel has no fixed ceiling the measurement for depth shall be to the inner side of the outer bottom plank.

13. *What to be deemed the tonnage of a vessel.*—Whenever the tonnage of any vessel has been ascertained, the same shall henceforth be deemed to be the tonnage thereof, unless any alteration is made in the form or capacity of such vessel or unless it is discovered that the tonnage thereof has been erroneously computed; and in either of such cases, such vessel shall be remeasured and her tonnage determined according to the rule hereinbefore contained in that behalf.

14. *Registered tonnage.*—The net or registered tonnage upon which fees are leviable shall be the gross tonnage less one-third for steamers and less fifteen per cent. for other vessels. Any fraction of a ton above half shall be taken as one ton and other fractions shall be rejected.

15. *Enlarged or altered vessels.*—A vessel that has been enlarged or so structurally altered as to affect the conditions upon which the license was obtained shall not ply until it has been remeasured and a fresh license has been obtained. Such remeasurement and application for a new license shall be made at the station at which the original license was obtained. The applicant for such fresh license shall deliver up the old license to the licensing officer, and pay the difference between the fee paid by him and the fee leviable upon the new registered tonnage.

16. *Number of passengers licensed to carry.*—No vessel licensed to carry passengers shall carry a greater number of passengers than in the proportion of one adult or two children for every $7\frac{1}{2}$ square feet of covered space, which shall be calculated by multiplying the length in feet over all covered space, by the mean of the three widths taken at equal distances. The Executive Engineer of the division, or any other Canal officer duly authorized by him, may, during festivals, on application by the owner of any vessel or his agent, increase temporarily the limit of the number of passengers to be carried, so long as the safety of the public is not endangered thereby.

17. *Licenses for passenger boats.*—Licenses for passenger boats shall be either "first class" or "second class." The holder of a "first class" license may carry passengers of such caste or castes as he pleases. The holder of a "second class" license shall carry all passengers without distinction of caste.

18. *Provision in case of loss of license.*—If the original license be lost, a duplicate shall be issued by the officer who granted the license on payment of the fee prescribed in the notification published under section 6 of the Act. If the loss occurred during the absence of the vessel from the station at which it was licensed, the loss shall be reported to the nearest Canal officer who shall thereupon issue a pass in Form B attached to these rules. Such pass should hold good until the arrival of the vessel at the station at which the license was issued. Immediately upon such arrival, the owner or his agent shall deliver up the said pass and pay the prescribed fee for a duplicate license.

19. *Rafts.*—The owners or persons in charge of rafts using any of the canals shall pay the fees prescribed in the notification published under section 6 of the Act and take out licenses in Form C attached to these rules, and these licenses shall be in force for six weeks from the date of issue.

III.—REGISTRATION.

20. *Registration of vessels.*—Vessels intended for the personal use of the owners and not employed in carrying goods, animals or passengers for purposes of trade nor used for towing vessels carrying goods, animals or passengers for purposes of trade shall be registered. Certificates of registration shall, on payment of the fees prescribed in the notification published under section 6 of the Act, be issued in Form D attached to these rules and shall be for a period of either one year or six weeks as the owner of the vessel may elect. The certificates shall entitle the holders to use the lines of navigation therein mentioned and no other. The Executive Engineer of the division in which the port of registry of any vessel is situated, or any canal officer duly authorized by him in that behalf, shall determine to which class of boats herein before mentioned such vessel belongs. Vessels registered under this rule shall be subject to the same rules and regulations as those for which licenses are taken out so far as they are applicable.

21. *Place of registration.*—A vessel may be registered at any one of the licensing stations. The station at which a vessel is registered shall be its port of registry or the port to which she belongs.

22. *Registering officer and register.*—The Executive Engineer of the division in which the port of registry of a vessel is situate or any Canal officer duly authorized by him in that behalf shall be responsible that the certificate of registration and its counterpart are duly filled in and that the counterpart is carefully preserved and altered when required so as to correspond to the certificate to which it refers.

23. *Transfer of ownership and register.*—When the ownership of a vessel registered for one year is transferred during such period, the registration and certificate shall be altered at the request of the original owner and the transferee, by the substitution of the name of the latter for that of the former.

24. *Procedure when certificate is lost.*—If a certificate of registration is lost, the registering officer at the port of registry shall grant a duplicate of such certificate upon the receipt of the fees prescribed in the notification published under section 6 of the Act.

25. *Exemption from payment of fees for registration.*—No fee shall be levied for the registration of boats used solely for fishing on the Buckingham canal; nor on sea-going boats and boats carrying firewood on the Masulipatam canal, in the Kistna delta between the Tidal lock and the Petta basin and in the Gódávari river; but all such boats shall be registered and certificates of registration in Form E attached to these rules shall be issued for them.

IV.—WHARVES.

26. *Wharves.*—A wharfage fee at the rate prescribed in the notification published under section 6 of the Act shall be paid by the owner of every vessel which loads or discharges cargo or ships or lands passengers at any of the wharves fixed under section 6 of the Act. The word "cargo" shall include empty bags, baskets, boxes, casks and other receptacles in which cargo is usually carried.

The wharf rules shall not apply to salt factories and salt channels already under the control of the Salt Department except the landing place at the salt depôt at Madras. No private wharves or landing stages shall in future be constructed in connection with lines of navigation without the previous sanction of Government.

27. *Wharf limits.*—No vessel shall load or unload on any part of a canal or channel within one mile on either side of a wharf, except by special permission in writing of the officer in charge of the division and on payment of the prescribed wharfage fees. Goods shall not be stacked on Canal lands without special permission in writing from the Canal officer.

28. *Wharves which may be declared hereafter.*—Wharfage fees at the above rates shall also be levied at any wharf, which may hereafter be constructed, from the date on which it may be declared, by notification in the *Fort St. George Gazette* and in the Gazette of the district concerned, to be available for loading and unloading cargo and shipping and landing passengers.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

30. *Wharf-clearance ticket.*—Every person in charge of a vessel on which wharfage fee is leviable shall obtain from the wharf superintendent a wharf-clearance ticket in Form F attached to these rules, and such ticket shall be delivered up at the next wharf or licensing station the vessel may enter. Vessels shall leave wharves on the same day on which clearance tickets are delivered.

31. *Demurrage fee on vessels.*—In addition to the wharfage fee leviable thereon, the owner of every vessel which remains at a wharf for more than seven days reckoned from the date on which the vessel is placed in position to load or unload freely shall pay a demurrage fee at the rates prescribed in the notification published under section 6 of the Act. Provided that no demurrage fee shall be charged for any days during which the vessel is not allowed to lie at the wharf.

32. *Demurrage fee on goods.*—The consignee of goods landed at the wharf of discharge shall remove his goods from such wharf within seven days from the date on which such goods are landed; and if the said goods be not removed within such time, the consignee shall pay a demurrage fee at the rate prescribed in the notification published under section 6 of the Act. The said goods shall not be removed until the said fee is paid.

33. *Additional wharfage fee for test weighing or test measurement.*—Consignees of goods using the places reserved at wharves for test measuring or test weighing goods shall pay the additional wharfage fee prescribed for the purpose in the notification published under section 6 of the Act, and shall not allow the goods to remain at the reserved places longer than necessary for taking such test measurement or test weight.

V.—Navigation Rules.

34. *Dimensions of vessels.*—No vessel exceeding 90 feet in length and 13 feet in width shall navigate the canals, except those built before the 31st December 188[illegible] or which a special license may be granted by the canal officer.

35. *Dimensions of vessels on a portion of the Buckingham canal.*—In the portion of the Buckingham canal known as the Junction canal in the town of Madras and south of it, the fixed fittings of vessels, such as the roofs of boats, steps of masts, funnel sockets, &c., and cargo piled on vessels shall not be higher than $6\frac{1}{2}$ feet above water level, and piled cargo or roofs or fixed fittings shall not exceed 12 feet in width.

36. *Dimensions of rafts.*—No raft exceeding 90 feet in length, 12 feet in breadth, or drawing more than 2 feet of water, shall be allowed on any of the canals. Nothing shall be allowed to project beyond the side of any vessel or raft.

37. *Free board.*—No vessel carrying cargo shall be navigated in the canals unless it has a free board of at least 9 inches; and no vessel carrying passengers shall be so navigated unless it has a free board of at least 12 inches. The free board shall be measured from the water's edge to the top of the gunwale when the vessel has no deck and to the upper side of the plank of the deck when the vessel has a deck.

38. *Passenger boats may carry cargo on certain conditions.*—A boat licensed to carry passengers may also carry cargo, every 10 cubic feet of cargo being considered as equivalent to one passenger; but the total of the number of passengers so calculated and the passengers actually carried shall not exceed the number of passengers which the boat is licensed to carry. No such vessel shall carry cargo on the roof or side of the vessel, nor any cargo such as fish, manure, bones, skins or other articles which, in the opinion of the canal officer, is offensive or dangerous.

39. *Care and management of vessels.*—No vessel shall be navigated without one person at least, on board, competent to steer and manage her and acquainted with the rules regulating the navigation of the canals. No vessel shall lie or be left without a person on board capable of taking care of her.

40. *Lights.*—Vessels using any of the canals shall between sunset and sunrise exhibit the following lights:—

Vessels.	When moving.	When moored.
Steamers	One clear white light on the upper deck. One bull's eye bright red light 8″ diameter on the port or left side. One bull's eye bright green light 8″ diameter on the star board or right side.	One clear white light at not less than 4 feet above the water level and so placed that it shall be visible fore and aft.
All vessels not propelled by steam.	One clear white light at the fore end fixed not less than 4 feet above the water level. One clear white light in the general cabin or inside.	Do. do.
Rafts	One clear white light at each end.	One clear white light at each outer corner.

The two bulls' eye lights shall be so placed and fitted that both may be visible only from a point directly ahead of the vessel and so as not to be obscured by any of the fittings, cargo or passengers. Subject to these provisions, the lights may be placed in the front or on the top of the cabin, at the sides of the vessel near the bow or on supports specially provided for the purpose.

41. *Speed of steamers.*—No steamer shall travel at a greater speed than 4 miles per hour and, between sunset and sunrise, the speed shall not exceed 3 miles per hour. Steamers shall reduce their speed to 3 miles an hour when they come within half a mile of a lock and shall then whistle to give notice of their approach to the lock establishment. Steamers shall be warped or poled into and out of locks and shall not use their propellors or paddle wheels until quite clear of the locks. Every steamer shall be furnished with an efficient steam whistle. Steamers shall reduce their speed to 3 miles an hour during the day and to 2 miles an hour between sunset and sunrise when passing round a bend in any canal and shall whistle when approaching such bend. Every vessel under steam shall stop and reverse whenever necessary. Steamers shall whistle when within 100 yards of any boat and reduce speed to 3 miles an hour.

42. *The passing of vessels.*—When two vessels meet on the Gódávari, Kistna or Kurnool-Cuddapah canals, the vessel going with the current shall keep out of the way of the other vessel. In other canals, vessels going north shall keep out of the way of those going south. Vessels under sail shall keep out of the way of vessels which are being towed, and vessels under steam shall keep out of the way of all other vessels.

Every vessel overtaking another vessel shall keep out of the way of the vessel which is being overtaken. Where by these rules one of two vessels is required to keep out of the way the other shall keep her course. Every vessel under steam when passing a vessel which is being towed from the towing path on the offside thereof and every vessel not under steam, shall take the towing path side when meeting, or passing, or approaching to, or being overtaken by a vessel under steam. The steam whistle of every vessel under steam shall be sounded when such vessel is about to round and is rounding any turnings in the navigation as well as when such vessel is meeting, approaching, or overtaking any vessel.

43. *Sails when to be lowered.*—All vessels under sail shall lower their sails when passing through a masonry aqueduct, lock or flood gate.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

46. *Production of license and stoppage of vessels.*—When required so to do by a Canal officer, every person in charge of a vessel shall stop the vessel and produce the license or certificate of registration as the case may be. Persons in charge of vessels carrying passengers or cargo or both and of vessels propelled by steam, shall assist Canal officers in their inspections and shall make a true statement of the number of passengers and the nature of the cargo on board.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

48. *Pass for vessels under suspension to proceed to their destination.*—When the license for a vessel carrying cargo or passengers or both is suspended, the officer by whom the license is suspended shall grant a pass in Form H attached to these rules permitting the vessel to proceed to its destination for the purpose of landing cargo and passengers or to a place where she can be repaired. Such passes shall be in duplicate of which one part shall be retained in the issuing office and the other part shall be delivered to the person in charge of the vessel. The fact and period of suspension shall be recorded by the Canal officer upon the license or the duplicate thereof as the case may be. In the case of the suspension of a license because of the defective state of a vessel's hull, machinery or gear, the suspension shall continue until the owner obtains a certificate from an inspecting officer that the necessary repairs have been effected and that the vessel is again safe, sound and fit for the navigation of the canals. Such certificate shall be endorsed on the license immediately under the order of suspension which shall thereupon cease to have any effect. The order of suspension shall declare that it shall be in force unless and until such certificate is obtained. A copy of such certificate shall be served upon, and be filed by, the officer who suspended the license.

49. *Punishment of owners of rafts.*—Owners of rafts shall, in lieu of suspension, be punished by a fine of two rupees for each offence, until payment of which the raft shall not proceed. If the fine is not paid within ten days, the Canal officer concerned is empowered to cause the raft to be removed from the canal.

50. *Marks and figures to be painted on vessels.*—The owners of vessels other than rafts shall have the following figures and marks painted conspicuously on their vessels before using them on any of the canals and shall be responsible that those marks and figures are not defaced or obliterated :—

(1) The number of the license or certificate registration and the initial or initials of the name or names of the canals which a vessel is licensed to navigate shall be painted on each bow.

(2) The tonnage of the vessel shall be similarly painted on each side of the sternpost above the load line.

(3) The number of passengers which the vessel is licensed to carry, on the stern of each such vessel or on the after-part of the cabin with the letter P prefixed.

(4) The load line for a length of 3 feet amidships, on both sides.

The said numerals and letters shall be in English and shall be painted in white on a black ground or black on a white ground. Each numeral or letter shall be not less than 4 inches in length and of proportionate breadth.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

52. *Mooring of vessels.*—No vessel shall moor within the limits prohibited by notice-boards at any lock or masonry work or on the tow-path side, if there be only one such path, or on the windward side of a canal, if there be two such paths, except when actually loading or unloading. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line. Rafts when moored shall be securely fastened at both ends to the canal bank and so as not to obstruct navigation.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

54. *Sea-going vessels.*—Sea-going vessels brought into rivers and backwaters any purpose other than to ply for hire shall anchor or lay up outside the fair w the canal traffic in such place and manner as the Canal officer shall direct.

FORM A. (*Vide* Rule 5.)

License for vessels other than rafts.

This license is granted to permit the vessel noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Owner's name.
Do. residence.
Description of vessel.
Place where vessel was built.
Year in which vessel was built.
Extreme dimensions. { Length, feet. / Breadth, feet.
Measurement for tonnage. { Length, feet. / Breadth, feet. / Depth, feet.
Contents, cubic feet.
Gross tonnage.
Deduction.
Registered tonnage.
Period of license.
Amount of license fee paid, Rs.
Number of passengers licensed to carry.
Class of license, 1st or 2nd class.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.
2. Ten cubic feet of cargo is equivalent to one passenger.
3. The period of a six weeks' license includes the day of grant and of expiry.
4. *Vide* rules printed on the reverse.

Renewal of license.		Date of expiry of renewed license.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on paper of foolscap size—annual licenses on white paper and six-week licenses on yellow paper.*)

Record of suspension of license.

Period of suspension.		Cause of suspension.	Place.	Date.	Signature of Canal officer ordering suspension.
From	To				

FORM A. (*Vide* Rule 5.)

License for vessels other than rafts.

This license is granted to permit the vessel noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Owner's name.
Do. residence.
Description of vessel.
Place where vessel was built.
Year in which vessel was built.
Extreme dimensions. { Length, feet. / Breadth, feet.
Measurement for tonnage. { Length, feet. / Breadth, feet. / Depth, feet.
Contents, cubic feet.
Gross tonnage.
Deduction.
Registered tonnage.
Period of license.
Amount of license fee paid, Rs.
Number of passengers licensed to carry.
Class of license, 1st or 2nd class.
Place of Issue.
Date of Issue.

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7. *Counterpart of licenses.*—Every Canal officer empowered to grant licenses shall retain the counterpart of every license granted by him and shall be responsible that it corresponds to the license of which it is the counterpart. When an alteration is made in the license, a corresponding alteration shall be made in the counterpart thereof.

8. *Transfer of license for one year.*—If the ownership of a vessel licensed for one year is changed during the year for which the vessel is licensed, the officer who granted the license may, upon the application of the original owner and the transferee, alter the license by substituting the name of the latter for that of the former. But a license granted for one vessel shall not be transferred to another vessel.

9. *Licenses for one year.*—Every license for one year shall remain in force until the 31st March following the date of issue, unless it is cancelled or suspended as hereinafter provided.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for pub ic use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already inhis possession, a copy of the navigation rules and regulations.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus mate[illegible] used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

7. *Counterpart of licenses.*—Every Canal officer empowered to grant licenses shall retain the counterpart of every license granted by him and shall be responsible that it corresponds to the license of which it is the counterpart. When an alteration is made in the license, a corresponding alteration shall be made in the counterpart thereof.

8. *Transfer of license for one year.*—If the ownership of a vessel licensed for one year is changed during the year for which the vessel is licensed, the officer who granted the license may, upon the application of the original owner and the transferee, alter the license by substituting the name of the latter for that of the former. But a license granted for one vessel shall not be transferred to another vessel.

9. *Licenses for one year.*—Every license for one year shall remain in force until the 31st March following the date of issue, unless it is cancelled or suspended as hereinafter provided.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and navigations.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission to the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such [illegible]s within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

FORM B. (*Vide* Rule 18.)

Pass for vessel for which the license has been lost.

This pass is granted to permit the vessel noted below to navigate the canal without license as it is reported that the license has been lost. The fee prescribed for issuing duplicate license has been paid:—

Number of vessel.

Description of vessel.

Place and date of license.

Name of owner.

Residence of owner.

Fees paid, Rs.

Date of Issue.

Place of Issue.

Signature of Issuing Officer.

(*The above form to be printed on green paper of ¼ foolscap size.*)

FORM B. (*Vide* Rule 18.)

Pass for vessel for which the license has been lost.

This pass is granted to permit the vessel noted below to navigate the canal without license as it is reported that the license has been lost. The fee prescribed for issuing duplicate license has been paid:—

Number of vessel.

Description of vessel.

Place and date of license.

Name of owner.

Residence of owner.

Fees paid, Rs.

Date of Issue.

Place of Issue.

Signature of Issuing Officer.

(*The above form to be printed on green paper of ¼ foolscap size.*)

FORM C. (*Vide* Rule 19.)

nse for rafts.

This license is granted to permit the raft noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Description of raft.
Dimensions ... { Length, feet. / Breadth, feet.
Superficial area, square feet.
Number of units of 100 square feet or fraction thereof.
Amount of fees paid, Rs.
Date of expiration of the license.
Rates of fees per unit.

	Timber or timber and bamboos.		Bamboos.	
	RS.	A.	RS.	A.
Gódávari, Kistna and Buckingham canals ...	1	8	1	0
Chilka lake, Dumagudiem or Védáranniyam canal.	0	4	0	2

Rafts not to exceed 90 feet in length, 12 feet in breadth and 2 feet draught.

Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on white paper of ½ foolscap size.*)

FORM C. (*Vide* Rule 19.)

License for rafts.

This license is granted to permit the raft noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Description of raft.
Dimensions ... { Length, feet. / Breadth, feet.
Superficial area, square feet.
Number of units of 100 square feet or fraction thereof.
Amount of fees paid, Rs.
Date of expiration of the license.
Rates of fees per unit.

	Timber or timber and bamboos.		Bamboos.	
	RS.	A.	RS.	A.
Gódávari, Kistna and Buckingham canals ...	1	8	1	0
Chilka lake, Dumagudiem or Védáranniyam canal ..	0	4	0	2

Rafts not to exceed 90 feet in length, 12 feet in breadth and 2 feet draught.

Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on white paper of ½ foolscap size.*)

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

47. *Limit of Canal officers' powers.*—A canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

49. *Punishment of owners of rafts.*—Owners of rafts shall, in lieu of suspension, be punished by a fine of two rupees for each offence, until payment of which the raft shall not proceed. If the fine is not paid within ten days, the canal officer concerned is empowered to cause the raft to be removed from the canal.

50. *Marks and figures to be painted on vessels.*—The owners of vessels other than rafts shall have the following figures and marks painted conspicuously on their vessels before using them on any of the canals and shall be responsible that those marks and figures are not defaced or obliterated :—

(1) The number of the license or certificate of registration and the initial or initials of the name or names of the canals which a vessel is licensed to navigate shall be painted on each bow.

(2) The tonnage of the vessel shall be similarly paintad on each side of the sternpost above the load line.

(3) The number of passengers which the vessel is licensed to carry, on the stern of each such vessel or on the after-part of the cabin with the letter P prefixed.

(4) The load line for a length of 3 feet amidships, on both sides.

The said numerals and letters shall be in English and shall be painted in white on a black ground or black on a white ground. Each numeral or letter shall be not less than 4 inches in length and of proportionate breadth.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

47. *Limit of Canal officers' powers.*—A canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year,

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

49. *Punishment of owners of rafts.*—Owners of rafts shall, in lieu of suspension, be punished by a fine of two rupees for each offence, until payment of which the raft shall not proceed. If the fine is not paid within ten days, the Canal officer concerned is empowered to cause the raft to be removed from the canal.

50. *Marks and figures to be painted on vessels.*—The owners of vessels other than rafts shall have the following figures and marks painted conspicuously on their vessels before using them on any of the canals and shall be responsible that those marks and figures are not defaced or obliterated :—

(1) The number or the license of certificate of registration and the initial or initials of the name or names of the canals which a vessel is licensed to navigate shall be painted on each bow.

(2) The tonnage of the vessel shall be similarly painted on each side of the sternpost above the load line.

(3) The number of passengers which the vessel is licensed to carry, on the stern of each such vessel or on the after-part of the cabin with the letter P prefixed.

(4) The load line for a length of 3 feet amidships, on both sides.

The said numerals and letters shall be in English and shall be painted in white on a black ground or black on a white ground. Each numeral or letter shall be not less than 4 inches in length and of proportionate breadth.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

FORM D. (*Vide* Rule 20.)

Certificate of Registration for vessels intended for personal use of the owners.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal, but not to carry goods, animals or passengers for purposes of trade :—

Number.
Name of owner.
Residence of owner.
Description of vessel.
Vessel built at
Year in which vessel was built.
Amount of fee paid, Rs.
Period of registration.
Date of expiration of the period of registration.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This certificate is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer renewing the certificate.
Place.	Date.		

(*The above form to be printed on paper of ⅓ foolscap size—annual certificates on white paper and six-week certificates on yellow paper.*)

FORM D. (*Vide* Rule 20.)

Certificate of Registration for vessels intended for personal use of the owners.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal, but not to carry goods, animals or passengers for purposes of trade :—

Number.
Name of owner.
Residence of owner.
Description of vessel.
Vessel built at
Year in which vessel was built.
Amount of fee paid, Rs.
Period of registration.
Date of expiration of the period of registration.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This certificate is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer renewing the certificate.
Place.	Date.		

(*The above form to be printed on paper of ⅓ foolscap size—annual certificates on white paper and six-week certificates on yellow paper.*)

Record of suspension of the Certificate of Registration.

Period of suspension.		Cause of suspension.	Place.	Date.	Signature of the Canal officer ordering the suspension.
From	To				

Record of suspension of the Certificate of Registration.

Period of suspension.		Cause of suspension.	Place.	Date.	Signature of the Canal officer ordering the suspension.
From	To				

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

52. *Mooring of vessels.*—No vessel shall moor within the limits prohibited by notice-boards at any lock or masonry work or on the tow-path side, if there be only one such path, or on the windward side of a canal, if there be two such paths, except when actually loading or unloading. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line. Rafts when moored shall be securely fastened at both ends to the canal bank and so as not to obstruct navigation.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

52. *Mooring of vessels.*—No vessels shall moor within the limits prohibited by notice-boards at any lock or masonry work or on the tow-path side, if there be only one such path, or on the windward side of a canal, if there be two such paths, except when actually loading or unloading. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line. Rafts when moored shall be securely fastened at both ends to the canal bank and so as not to obstruct navigation.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

FORM E. (*Vide* Rule 25.)

Certificate of Registration for vessels free of charge.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal without payment of any fee, but not to carry any goods, animals or passengers for purposes of trade:—

Number.

Name of owner.

Residence of owner.

Description of vessel.

Vessel built at

Year in which vessel was built.

Canals to be used.

Place of Issue.

Date of Issue.

Signature of Issuing Officer.

(*The above form to be printed on red paper of ¼ foolscap size.*)

FORM E. (*Vide* Rule 25.)

Certificate of Registration for vessels free of charge.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal without payment of any fee, but not to carry any goods, animals or passengers for purposes of trade:—

Number.

Name of owner.

Residence of owner.

Description of vessel.

Vessel built at

Year in which vessel was built.

Canals to be used.

Place of Issue.

Date of Issue.

Signature of Issuing Officer.

(*The above form to be printed on red paper of ¼ foolscap size.*)

FORM F. (*Vide* Rule 30.)

Original. No.	Duplicate. No.	Triplicate. No.
WHARF CLEARANCE TICKET.	WHARF CLEARANCE TICKET.	WHARF CLEARANCE TICKET.
Station.	Station.	Station.
Boat No. of Tons.	Boat No. of Tons.	Boat No. of Tons.
Description of Cargo.	Description of Cargo.	Description of Cargo.
Amount of wharfage fees received. RS. A. P.	Amount of wharfage fees received. RS. A. P.	Amount of wharfage fees received. RS. A. P.
DATE *Wharf Clerk.*	DATE *Wharf Clerk.*	DATE *Wharf Clerk.*

(*The above form to be printed on white paper of ½ foolscap size.*)

FORM G. (*Vide* Rule 45.)

Inspection Certificate.

The steam vessel bearing No. —— of ———— has been inspected in accordance with paragraph 45 of the rules passed under Act II of 1890 and is passed for navigation on canal for a period of six months from this date subject to the conditions noted below :—

Station ————————

Date ————————

————————

Signature of Inspecting Officer.

N.B.—This certificate must be carried on the steamer and produced when called for by a Canal officer.

(*The above form to be printed on white paper of ½ foolscap size.*)

FORM H. (*Vide* Rule 48.)

Pass for vessels, the licenses of which are suspended, to proceed to their destination or place of repair.

This pass is granted to permit the vessel noted below to proceed to its destination or place of repair, its license having been suspended :—

Number of vessel.

Place and date of license.

Name of owner.

Residence of owner.

Period of suspension.

Number of rule infringed.

Place of destination.

Lock or wharf where suspension should take effect.

Place.

Date.

Signature of Canal Officer.

(*The above form to be printed on green paper of ½ foolscap size.*)

FORM H. (*Vide* Rule 48.)

Pass for vessels, the licenses of which are suspended, to proceed to their destination or place of repair.

This pass is granted to permit the vessel noted below to proceed to its destination or place of repair, its license having been suspended :—

Number of vessel.

Place and date of license.

Name of owner.

Residence of owner.

Period of suspension.

Number of rule infringed.

Place of destination.

Lock or wharf where suspension should take effect.

Place.

Date.

Signature of Canal Officer.

(*The above form to be printed on green paper of ½ foolscap size.*)

DRAFT RULES PROPOSED UNDER ACT II OF 1890.

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DRAFT NOTIFICATION.

NOTE.—*This notification is published for public information. Any objections which may be raised thereto by the public by letter to the Joint Secretary to Government, in the Public Works Department, Irrigation Branch, within three months from the date of this notification will be duly considered before enforcing the rates of fees.*

Under section 6 of Madras Act II of 1890 (An Act to make better provision for the establishment of canals and public Ferries in the Presidency of Madras and for the management thereof), His Excellency the Governor in Council is pleased to declare that in supersession of the existing rates of fees, the following rates of fees for the licensing or registration of vessels for wharfage or demurrage on vessels or goods detained within the limits of the wharves shall, on and after 1st be in force on the lines of navigation defined in the margin.

The Chilka lake canal, Ganjám district.
The Dumagudiem canal, Gódávari district.
The Gódávari canals, consisting of the canals, channels, rivers and backwaters in the Gódávari district, north of the Vasista Gódávari river.
The Kistna canals, consisting of the canals, channels, rivers and backwaters in the Gódávari and Kistna districts between Vasista Gódávari and Kistna rivers.
The Buckingham canal, consisting of the canals, channels, rivers and backwaters in the Kistna district, south of the Kistna river and the Buckingham canal in the Kistna, Nellore, Chingleput and South Arcot districts and Madras town including all sea-bars, estuaries, backwaters, rivers and channels, whether salt or fresh, connected with it.
The Kurnool-Cuddapah canal in the Kurnool and Cuddapah districts.
The Védáranniyam canal in the Tanjore district.

FEES FOR LICENSING.

	Annual. RS. A. P.	Six weeks. RS. A. P.
For any one of the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.		
Steamers per ton of registered tonnage	10 0 0	2 0 0
Cargo boats do. do.	2 8 0	1 0 0
Passenger boats, 1st class, do.	5 0 0	1 4 0
Passenger boats, 2nd class, do.	3 0 0	1 0 0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof	...	1 8 0
Rafts of bamboos per 100 square feet or fraction thereof	...	1 0 0
For any two of the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.		
Steamers per ton of registered tonnage	15 0 0	2 0 0
Cargo boats do. do.	6 0 0	1 0 0
Passenger boats, 1st class, do.	9 0 0	1 8 0
Passenger boats, 2nd class, do.	7 0 0	1 0 0
For the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.		
Steamers per ton of registered tonnage	20 0 0	3 0 0
Cargo boats do. do.	10 0 0	1 8 0
Passenger boats, 1st class, do.	14 0 0	2 0 0
Passenger boats, 2nd class, do.	12 0 0	1 8 0

For any one of the four lines of Navigation, the Chilka lake, Dumagudiem, Kurnool-Cuddapah and Védáranniyam Canals.

	Annual. RS. A. P.	Six weeks. RS. A. P.
Cargo boats per ton of registered tonnage ...	1 0 0	0 3 0
Passenger boats, 1st class, do. ...	2 0 0	0 6 0
Passenger boats, 2nd class, do. ...	1 0 0	0 3 0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof ...	...	0 4 0
Rafts of bamboos	...	0 2 0
Duplicate license for any line or lines of Navigation, if original license be lost ...	2 0 0	0 4 0

Fees for Registration.

For any one of the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.

Steamers, each	60 0 0	12 0 0
Private boats for owner's personal use, each ...	24 0 0	4 8 0
Pleasure boats, each	2 0 0	0 6 0
Duplicate certificate, if original be lost, each ...	0 8 0	0 2 0

For any one of the four lines of Navigation, the Chilka lake, Dumagudiem, Kurnool-Cuddapah and Védáranniyam Canals.

Steamers, each	30 0 0	6 0 0
Private boats for owner's personal use, each ...	12 0 0	2 4 0
Pleasure boats, each	1 0 0	0 3 0
Duplicate certificate, if original be lost, each ...	0 4 0	0 1 0

Wharfage Fees.

Every vessel which loads or discharges at any wharf per ton of registered tonnage	0 1 0
Fees for using the places reserved at wharves for test-measuring or test-weighing goods per boat per diem ...	1 0 0

Demurrage Fees.

Vessels remaining at any of the wharves for more than seven days per ton of registered tonnage for every seven days or portion thereof	0 8 0
Goods remaining at any of the wharves for more than seven days per 100 square feet, or portion thereof, of space occupied by the goods per day	0 1 0

2. Licenses and certificates of registration shall be issued at the following places :—

Lines of navigation.	Places where annual licenses and certificates of registration shall be issued.	Places where six weeks' licenses and certificates of registration shall be issued.
The Chilka lake canal	Ganjám	Ganjám.
The Dumagudiem canal	Dumagudiem	Dumagudiem lock.
The Gódávari canals	Dowlaishweram	Dowlaishweram do. Bobberlanka do. Vijeswaram do. Ellore do.
The Kistna canals	Bezwada	Bezwada do. All tidal locks. All wharves.
The Buckingham canal	Madras Boat basin ...	Seetanagaram lock. Madras boat basin. All tidal locks. All wharves.
The Kurnool-Cuddapah canal ...	Kurnool	Kurnool. Jutur, 93rd mile. Rajoli, 145th mile. Cuddapah.
The Védáranniyam canal	Negapatam	Negapatam.

A list of the stations in each division shall be affixed to a notice board in a conspicuous place at each station in that division.

3. Wharfage and demurrage fees shall be levied at the following wharves :—

The Kistna canals	Palakole. Bezwada. Pamarru. Chintaguntapalem basin. Ellore.
	Seetanagaram. Chebrole. Santaravur. Nandivelugu. Tenali.
The Buckingham canal	Tsandole. Vellatur. Romperu Lock. Kottapatnam. Woollapolliem. Iskapalli. Mypaud. Muthukur. Madras Boat basin. Madras Elephant Gate. Madras Trevelyan wharf. Chintadripett. Barber's Bridge. Mylapore. Papanchavady.

Note by the Chief Engineer for Irrigation, dated 9th October 1896, No. 184 I.

Order—No. 162 I., dated 15th February 1897.

The foregoing draft notification and revised navigation rules proposed under Act II of 1890 are approved and will be published in three issues of the Fort St. George and District Gazettes.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineers of Circles.
" Examiner, Public Works Accounts.
" the Advocate-General, Madras.
" the Revenue Department.
" the Judicial "
" the Legislative "
" the Superintendent, Gazette Press.

Exd. C. M. Thumbuswamy.

CURRENT FILE.

Public Works (1896) Department.

Receipt
~~CURRENT~~ No. 263 M

No 53 (R)

Order

From The Government Solicitor
Madras

No 217

Dated 27. 4. 96

Received

Enclosures

Spare copies

SUBJECT.

Revised navigation Rules
~~Forwarding~~ a copy of
with his opinion

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPER

G.O.	No.	Department.	te.

Draft Rules under Madras Act II of 1890

Omit the words "Declaration of rules and date of enforcement"

Rule 2 Omit the words "including Officers and employes of Government" and substitute the word "who".

Omit the word "all" after "observe"

Add "herein contained" after "rules"

This rule appears to be unnecessary

Rule 4 In the last line for "shall be "read " are"

Rule 5 Insert the word "rule" before the figure "20"

Rule 6 Omit the words "furnishing all the information required and on payment of the fees prescribed below" in lines 2 and 3.

After the word "canal" at the end of the third line, add - "and on payment of the fees hereinafter prescribed"

After the table of fees on the top of page 2 add, "The applicant shall furnish all the information necessary for the due filling in of the license"

Note

It appears to me that the table of fees should appear in a notification under Section 5, not in rules framed under Section 16.

Rule 7 In the Proviso to this Rule reference is made to "a license for the navigation of one only or of two of the said canals", but the Rule provides for the issue of" a license for the navigation of two of the said canals, or of all the canals", - and does not provide for a license for one canal only.

Assuming that the intention is to grant a license for one or more of the canals mentioned, I suggest the following amendment of the Rule

Omit the first fifteen words. After "license" in the second line add "may be granted"; for "two" substitute "one or more"

Omit the words "or of all the canals at the following rates", and substitute therefor the words. "The fees for such licenses shall be as follows* Settle the fees for one canal.

For the proviso read the following :-

"Provided that a license may be extended for the navigation of canals not originally mentioned in it on receipt of the difference between the fees paid on the original license.-

* If the table of fees be retained in the rules

and those chargeable on the license as extended. Such extension of a license shall be effected only at the station at which the said license was obtained".

Licensing Stations There seems to be no provision in these rules for any register being kept of licenses granted, or for the alteration of a license upon transfer of ownership of the vessel to which it relates

I suggest that Form A be printed with a counter-part containing the particulars mentioned in the licenses, and that the following Rules be printed as Rules 9, 10, 11, the numbers following being altered.

9. Counter part of licenses Every canal officer empowered to grant licenses shall retain the counterpart of every license granted by him, and shall be responsible that it corresponds to the license of which it is the counter-part. When an alteration is made in the license, a corresponding alteration shall be made in the counter-part thereof.

10. Transfer of license for one year If the ownership of a vessel licensed for one year is changed during the year for which the vessel is licensed, the officer who granted the license may, upon the application of the original owner and the transferee, alter the license by substituting the name of the latter for that of the former. But a license granted for one vessel shall not be transferred to another vessel. [Rule 9 of the present draft Rules will become Rule 11 if the above suggestion be accepted]

For that Rule I suggest the following :-

"11 Licenses for one year Every license for one year shall remain in force until the 31st March following the date of issue, unless it is cancelled or suspended as hereinafter provided"

For the present Rule 10 I would suggest the following :-

"12 Renewal of six weeks licenses A license granted for six weeks may be renewed from time to time for further periods of six weeks-Such renewals shall be endorsed upon the license"

"13 Conversion of a six weeks license If a license granted for six weeks has not been renewed more than once, it may be converted into a license for the year in which it was issued upon receipt of the difference of fee payable for a six week's license and for a license for one year"

Omit present rule 11 if Rule 10 suggested by me be adopted

In Rule 12 which will be Rule 14 if the above suggestions be accepted, I think the following amendments should be made :-

In line 1 for "obtained" read "ascertained"

In line 3 after "measured" insert "at half the midship depth in a straight line from the inside of the outer planking at the side of the stern to the inside of the outer planking at the side of the stern post and shall be hereinafter called the length for tonnage. Line 4 after "breadth" insert "for tonnage"

Line 5 After "length" insert "for tonnage measured". After "along" insert "and at right angles to"

Line 6 Omit (Skin) After side insert

"If the vessel has a fixed internal planking or " ceiling " then the said five widths shall be measured from the inner side of such ceiling on one side to the inner side thereof on the other side"

Line 8 For "skin" read "planking or ceiling"

Line 9 Omit "a complete" After "with" read "such"

For "Skin" read "ceiling"

If these vessels have Keelsons and limber boards and no "ceiling", then the depth should be measured from the under side of the deck planking to the upper side of the limber boards

Lines 9 & 10 should form a separate Rule thus :-

"15 Whenever the tonnage of any vessel has been ascertained, the same shall henceforth be deemed to be the tonnage thereof unless any alteration is made in the form or capacity of such vessel, or unless it is discovered that the tonnage thereof has been erroneously computed; and in either of such cases such vessel shall be re-measured, and her tonnage determined according to the rule hereinbefore contained in that behalf"

Rule 13 will become Rule 16.

For Rule 14 substitute the following :-

"17 Enlarged or altered vessels A vessel that has been enlarged or so structurally altered as to affect the conditions upon which the license was obtained, shall not ply until it has been re-measured and a fresh license has been obtained. Such remeasurement and application for a new license shall be made at the station at which the original license was obtained. The applicant for such fresh license shall deliver up the old license the licensing officer, and pay the difference between the fee paid by him and the fee leviable upon the new registered ton

The last line and a half should be omitted from the Rule for the Act itself provides a penalty for breach of any of the rules, and does not empower Government to substitute for the penalty so imposed, or to add thereto by Rules framed under Section 16 - such a forfeiture as is provided for herein.

Present Rule 15 must be re-numbered 18.

Line 1 Insert "No" before "Vessels" the last letter of which must then be omitted.

For the words "for the conveyance of" read "to carry".

Line 2 omit "be allowed to"

For "one passenger for" read " a greater number of passengers than in the proportion of one adult or two children to"

Line 6 after "owner" insert "of any vessel"

Present Rule 16 must be re-numbered 19.

Line 4 After "license" insert "may charge such fares as he pleases but"

After "carry" insert "all".

After "caste" put a full stop, and omit the words "and at such fares as he pleases"

Is it necessary to say anything about the "fares"?

Present Rule 17 must be re-numbered 20.

Line 1 for "Issue of duplicate license" read "Provision in case of loss of license"

Line 2 After "issued" insert "by the officer who granted the license"

Line 3 Omit lines 3 to 7 from "On" to the end and substitute the follow

"If the loss occurred during the absence of the vessel from the statio at which it was licensed, the loss shall be reported to the nearest Canal Officer, who shall there upon issue a pass in Form B attached to these Rules. Such pass shall hold good until the arrival of the vessel at the station at which the license was issued. Immediately upon such arrival, the owner or his Agent shall deliver up the said Pass and pay the prescribed fees for a duplicate license"

Rule 18 must be renumbered 21.

Line 2 Omit "be required to" between "shall" and "pay"; and the word "to between "and" and "take"

Should this Rule contain the table of fees ? see note to Rule 6.

Registration

No provision appears to be made in these Rules as to -

(a) where registration is to be effected,

(b) change of register upon change of ownership,

(c) issue of duplicate certificate when the Original is lost

Rule 19 must be renumbered 22. Should it contain a table of fees ? see note to Rule 6.

Line 1 After "for" insert "the"

Line 2 After "not" insert "employed in"

Line 3 Omit the words "on payment of the fee prescribed below"

Line 4 Put a full stop after "registered". Omit "and".Begin a new sentenc with the word "Certificates"

Line 5 Omit "for them" after "rules" insert "and shall be for a period of

Omit "for" after "either" and "or".

Line 6 Put a full stop after "elect"

Omit from "available" to the end of the rule and substitute therefor the words "The certificates shall entitle the holders to use the lines of navigation therein mentioned and no other"

Omit the last paragraph of the Rule. I do not understand the provision about the determination of "the form under which the vessel shall be licensed", because Rule 5 distinctly declares that vessels registered under Rule 19 are not to be licensed. Registration is a license to use the line or lines of navigation mentioned in the Certi-

-ficate, and registration fees are substituted for license fees .
Add in lieu thereof the following :-
"No such vessel shall be used upon the canals unless and until it is registered"

After Rule 22 as above amended add :-

"23 Place of Registration A vessel may be registered at any one of the licensing stations. The station at which a vessel is regis--tered shall be its port of registry or the port to which she -belongs"

"24 Registering Officer and Register The Exec-utive Engineer of the Division in which the port of registry of a vessel is situate, or any canal Officer duly authorised by him in that behalf shall be responsible that the certificate of Registration and its counter--part are duly filled in, and that the counterpart is carefully preserved, and altered when required so as to correspond to the certificate to which it refers".

"25 Transfer of ownership and register When the ownership of a vessel registered for one year is transferred during such period, the -registration and certificate shall be altered at the request of the original owner and the transferee, by the substitution of the name of the latter for that of the former".

"26 Procedure when certificate is lost If a certificate of regis--tration is lost, the registering officer at theport of registry shall grant a duplicate of such certificate upon the receipt of"
Is it necessary to charge any fee ?

Rule 20 must be renumbered 27

Line 2 omit the words "purposes (not for carrying cargo of fish)"

Line 3 insert semi.colon after "canal"

Line 5 for "they" read "all such boats"

Line 6 put a full stop after "them". Omit the remainder of the rule

Rule 21 must be re-numbered 28

I think this Rule should be recast thus :-

"A wharfage fee of one anna a ton of registered tonnage shall be paid by the owner of every vessel which loads or dis--charges cargo or ships or lands passengers at any of the Wharves

hereinafter mentioned" :-

After the list of canals add :-

"The word "cargo" shall include empty bags, baskets, boxes, casks and other receptacles in which cargo is usually carried"

Page 5 line 1 Omit "none of". Begin the Rule with the word "The". After "shall" insert "not", omit the words "the cases of"

Line 2 Omit "already" unless it is intended to limit the exception to those now under control

Line 3 put a full stop after "Madras" and omit the words "which" - down to "there" which follow-

Line 5 For "will" read "shall". Omit "be allowed to"

Section 22 must be renumbered 29

Line 1 for "boat" read "vessel" After "Canal" insert "or channel"

After "fees" in the last line add "Goods shall not be stacked on Canal lands without special permission in writing from the Canal officer"

Section 24 must be renumbered 31

Is this rule necessary? When traffic rules have been framed they will govern the matters therein dealt with and provide for the punishment of those who infringe them I think this rule may be omitted

Line 1 Omit the words "The Canal" down to "rules for" in line 2

Line 3 After "wharves" add "shall be according to rules framed in that behalf and"

Omit "as he may consider necessary. These rules after being"

Line 4 put a full stop after "Government". Before "shall" insert - "such rules"

Present Rule 26 should be omitted. I shall give my reason for this - suggestion when I deal with present Rule 29 and Form G.

Present Rule 27 may be omitted as it is part of amended Rule 28.

The Sub-ject "Demurrage" is dealt with in Section 6 of the Act and does not appear to come within Section 16

Present Rule 28 must be re-numbered 33.

Line 1 after "fee" insert "on vessels"

Demurrage fees come under the provisions of Section 6 not of Section 16 of the Act, and are therefore matter for notifica--tion, not of Rules. The last two lines of this Rule must be - omitted. How and by whom is the nature of the journey to be as--certained and decided. Such a provision is practically unworkable and may afford opportunities for oppression.

I think that this Rule should be re cast thus :-

"33 Demurrage fee on vessels In ad-

-dition to the wharfage fee leviable thereon, the owner of every vessel which remains at a wharf for more than- seven days reckoned from the date on which the vessel, is placed in position to load or unload freely, shall pay a demurrage fee at the rates herein prescribed for every seven days or portion thereof. Provided that no de- -murrage fee shall be charged for any days during which the vessel is not allowed to lie at the wharf"

Present Rule 29 must be renumbered 34

Demurrage, properly so called, is the sum which is fixed by the contract of carriage as a remunera- -tion to the owner of the vessel for the detention of the vessel beyond the number of days allowed for loading or - unloading. The Act and the rules give a wider meaning to the word, but the rules cannot and ought not to interfere in this matter of contract between merchants & owners of vessels. Consignees ought not to be compelled to pay for the boat owners the demurrage mentioned in the Act and in amended Rule 33 but only for their own neglect to remove cargo within a reasonable time. As the rule now stands an innocent-

consignee of a very small amount of cargo would be unable to remove his consignment until the demurrage fee on the vessel calculated on her re- -gistered tonnage is paid. Nay more, the Rule seems to contemplate a de- -mand on each consignee for the whole of the demurrage fee, but that can hardly have been intended for such a rule would be unreasonable. If - the consignees are to pay according to their consignments, are their - shares to be calculated according to the bulk or to the value of their respective consignments?

For this Rule I suggest the following:-

"35 Demurrage fee on goods- The consignee of goods landed at the wharf of - discharge shall remove his goods from such wharf within days from - the date on which such goods are landed, and if the said goods be not re- -moved within such time, the consignee shall pay a demurrage fee of for every day during which such goods remain on the wharf. The said goods shall not be removed until the said fee is paid"

The Rule so framed makes him liable for his own neglect to remove his goods within a reasonable time after they have been landed, and is a charge for the space occupied by such goods on the Wharf. The Bill - of Lading form G. p. 18 requires alteration if it be retained. In "Not 1" for "Rule 29" read "Rules 34 and 35" for "a demurrage charge" &c read the terms of the rule as given above.

The parties must be left to enter into their own arrangements - about the loading and discharging of cargo, the commencement of demur- -rage Days and the amount of demurrage to be paid by the freighter or the consignee as the case may be -

I see that in Note 2 to Form G. p. 18 it is stated that "no forms other than this bill of lading.... shall be valid in the Canal traffic. This statement is inconsistent with present Rule 26, and should be omit- -ted -

I doubt the expediency of prescribing or suggesting any form of bill of lading. The subject is not connected with those regarding whic Government is empowered by Section 16 of the Act to make rules, and - should be left entirely to the contracting parties.

Page 6. for "Regulations" read "Navigation Rules"

Present Rule 33 will be Rule 38 if my suggestions be accepted - Add to the

Rule as amended the following:-

"Nothing shall be allowed to project beyond the sides of any vessel or craft"

Line 1. for "of larger dimensions than "read "exceeding"

Line 2. for "of more" read "Drawing more"

for "draught" read "of water"

Omit the last two lines and a half. The license ought not to be issued for rafts exceeding the prescribed dimensions". I think there ought to be a provision prohibiting rafts going abreast or in continuous succession otherwise the rule can be easily evaded.

Present Rule 34 will become Rule 39.

The Rule says that free board shall be measured "to the top of the load line" but prescribes no starting point.

I suggest the following as a substitute for the present Rule.

"39. No vessel carrying cargo shall be navigated in the canals un-less it has a free board of at least 9 inches; and no vessel carrying passengers shall be so navigated unless it has a free board of at least 12 inches. The free board shall be measured from the water's edge to the top of the gunwale when the vessel has no deck, and to the upper side of the plank of the deck when the vessel has a deck"

Present Rule 35. (Rule 40)

Last line, add after "offensive" the words "or dangerous"

There are no provisions in these rules relating specially to dangerous cargoes such as explosives, or to vessels upon which cholera or some other infectious disease has broken out - Flags red or yellow as the case may be should distinguish such vessels by day and colored - lights specially arranged by night &c.

I think that the following rule should be inserted between the present Rules 35 and 36.

"41. Care and management of vessels. No vessel shall be navigated without one person, at least, on board competent to steer and manage her, and acquainted with the Rules regulating the navigation of the Canals.

No vessel shall lie or be left without a person on board capable of taking care of her.

Present Rule 36. (Rule 42)

In the third column after "level" add "and so placed that it

shall be visible fore and aft. Is there any reason for departing from the usual rules that all vessels in motion shall exhibit port and star board lights, and that steamers shall exhibit in addition a white mast head light ?

In the first column for "boats" read "vessels"

After "Steamers" in the first column add

steamers towing	Side lights as above Two white lights in a vertical line, one over the other, not less than three feet apart.	do do

The Vessel which is being towed should shew the two white lights but not the sidelights

Present Rule 37 (Rule 43) does not provide for steamers slowing down and whistling when going round any bend in a canal. Assuming that there are bends in the canals or in some of them, steamers should reduce their speed to 3 miles an hour during the day and to 2 miles an hour - between sun set and sun rise when passing round a bend in any canal and shall whistle when approaching such bend. Every vessel under steam should stop and reverse whenever necessary. See remarks on present - rule 38.

The Rules should insist upon every steam vessel being furnished with an efficient steam whistle

Present Rule 38 (Rule 44)

Line 1 between "When" and "vessels" insert "two"

Line 2 for "those" read "the vessels"

For "give" read "keep out of the"

After "may" read "the other vessel"

Line 3 For "give way" read "keep out of the way of those going - South"

For "give way to" at the end of the line, read keep out of the way of".

Line 4 After "vessels" insert "which are"

"Every vessel under steam when passing a vessel which is being towed from the towing path, on the offside thereof."

"Every vessel not under steam shall take the towing path side when meeting, or passing or approaching to or being overtaken by a vessel under steam."

"Steam vessels of every vessel under steam shall be sounded when such vessel is about to round and in rounding any turnings in the navigation as well as when any vessel is emitting precautions, or overtaking any vessel."

For "and steamers" read "and vessels under steam"

For "give way to all boats" read "keep out of the way of all other vessels"

Add the following to the Rule.

"Every vessel overtaking another vessel shall keep out of the way of the vessel which is being overtaken"

Where by these rules one of two vessels is required to keep out of the way, the other shall keep her course".

Present Rule 39 (Rule 45) recast as follows :-

"All vessels under sail shall lower their sails when passing through a masonry aqueduct, lock or flood gate"

Towing is contemplated by these Rules but they contain no provision for the passing of vessels which are being towed. I do not know whether this is intentional or is the result of oversight. The line of one of two vessels going in opposite directions should be lowered; so should the line of a cargo boat when meeting a passenger boat.

Present Rule 40 (Rule 46)

Line 1 After "officer" insert "in charge of a license station shall", Omit "may"

Line 2 Omit "Passenger" and after "vessels" insert "licensed at such station"

Line 3 Omit the words "if he is not satisfied with their condition he"

Line 4 "After licenses" insert "if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be" Strike out the words for which the above are substituted

Add to the Rule the following :-

"So long as a license is suspended the vessel to which it relates shall not ply on any of the Canals"

Omit Present Rule 41.

The words "and once every month" have been inserted

Present Rule 42 (Rule 47)

Line 4. put a full stop after "Crew". Omit "and"

I think that all steamers should be periodically examined. This Rule does not provide for such periodical examination but the form does so by implication. The Rule requires inspection before grant of license, and then seems to imply that there are to be subsequent inspections, but no time is fixed therefor.

Present Rule 43 (Rule 48)

Recast this Rule thus:-

48. Production of license and stoppage of vessels

When required so to do by a canal officer, every person in charge of a vessel shall stop the vessel and produce the license, or certificate of registry as the case may be. Persons in charge of vessels carrying passengers, or cargo, or both, and of vessels propelled by steam, shall assist canal officers in their inspections, and shall make a true statement of the number of passengers and the nature of the cargo on board"-

Present Rule 44. I think that this should be omited It is rather vague, and appears to me hardly to come within the scope of Section 16 of the Act, Rule 43 as amended ought to be sufficient.

Present Rule 46 I confess that I am unable to understand why a person whose licence has been suspended for breach of the rules should be assisted by those rules in evading the consequences of suspension; or why this favor should be restricted to the case of the recalcitrant holder of a yearly license. I think that this Rule should be omitted.

Present Rule 47. (Rule 50)

Line 3. After "shall" insert "grant a pass in Form I attached to these rules" For "permit" read "permitting"

Line 5 put a full stop after "repaired", and omit the remainder of the sentence.

Why should a vessel be brought back empty and the commencement of the period of suspension be postponed? The effect of such a rule would be to increase the period of suspension by the length of time occupied by such return and possibly by that required to go to the place at which cargo or passengers can be secured. I think the words

from "The vessel" in line 5 down to "Wharf" in line 8 should be - omitted.

For the next provision I suggest the following:-

"Such passes shall be in duplicate of which one part shall be retained in the issuing office, and the other part shall be delivered to the person in charge of the vessel. The fact and period of suspen--sion shall be recorded by the canal officer upon the license or - the duplicate thereof as the case may be"

This provision meets I think all the requirements of the case. I think that there is no fear that the suspension can be evaded. De--lay on the journey would be opposed by ~~the~~ passengers, and consignors or consignees of goods, and would not benefit the owner of the vessel. Special provision should be made for the case of suspension of a - license because of the defective state of a vessel's hull, machinery or gear. The suspension should continue until the owner obtains a certificate from an inspecting officer that the necessary repairs - have been effected and that the vessel is again safe, sound and fit for the navigation of the canals.

Such certificate should be endorsed on the license immediately under the order of suspension which should thereupon cease to have any effect, The order of suspension should declare that it shall be in force unless and until such certificate is obtained. A copy of - such certificate should be served upon and be filed by the officer who suspended the license.

If the above suggestions be accepted the rest of this Rule - should be omitted.

Present Rule 48. What are the "offences" referred to in this Rule? Section 17 of the Act provides for the punishment of all who break - any rule under the Act, I think that this rule should be omitted.

Present Rule 49 (Rule 51)

Line 3 for "they" read "those marks and figures".

For Sub rule (1) substitute the following:-

"(1) The number of the license or certificate of registration and the initial or initials of the name or names of the canals which a vessel is licensed to navigate shall be painted on each bow"

Sub-rule 2 After "vessel" read "shall be" and after "similarly" read - "painted"

After "stern-post" read "above the load line"

After sub-rule 4 add the following:-

"The said numerals and letters shall be in English and shall be - painted in white on a black ground, or black on a white ground. Each - numeral or letter shall be not less than 4 inches in length and of pro--portionate breadth"

Present Rule 51 should be omitted if my amendment of present Rule 22 be adopted.

Present Rule 52. If my proposed Rule 41 be accepted, the last thirteen words of this rule should be struck out as an unnecessary repetition.

Present Rule 54.

Line 3 for "as defined by" read "in such place and manner as" and after "officer" read "shall direct"

Forms A. B. C. D. E. and I should be printed with counterfoils or - counterparts which counterfoils or counterpatrs shall be duly filled in, filed, and corrected when necessary.

If my suggestion about indorsement of suspension of license be adopted, the necessary indorsement must be printed - The cause and - duration of suspension should be entered in such endorsement.

The rules printed on Forms A. C. D. must be amended so as to cor--respond to the rules as eventually framed. Both counterfoil or coun--terpart and license should bear the same number for purposes of iden--tification and reference.

J.H.Spring Branson,
Advocate General.

Madras.
23rd April 1896

True Copy.

Ernest Barclay

Government Solicitor.

CHIEF ENGINEER FOR IRRIGATION 27 APR. 96 No. 263

1896 Department

From

Ernest A Barclay
Government Solicitor
Madras

To

The Joint Secretary to
Government P.W.D
Irrigation Branch
Madras

No 217

Dated 27 April 1896
Recd

Forwarded with reference to the Order of Government No. 293. I. dated 26 March 1896 Public Works Department

Ernest A Barclay
Government Solicitor

Cwell
5229/56

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DRAFT NOTIFICATION.

NOTE.—*This notification is published for public information. Any objections which may be raised thereto by the public by letter to the Joint Secretary to Government, in the Public Works Department, Irrigation Branch, within three months from the date of this notification will be duly considered before enforcing the rates of fees.*

Under section 6 of Madras Act II of 1890, An Act to make better provision for the establishment of canals and public Ferries in the Presidency of Madras and for the management thereof, His Excellency the Governor in Council is pleased to declare that in supersession of the existing rates of fees, the following rates of fees for the licensing or registration of vessels for wharfage or demurrage on vessels or goods detained within the limits of the wharves shall, on and after 1st be in force on the lines of navigation defined in the margin.

The Chilka lake canal, Ganjám district.
The Dumagudiem canal, Gódávari district.
The Gódávari canals, consisting of the canals, channels, rivers and backwaters in the Gódávari district, north of the Vasista Gódávari river.
The Kistna canals, consisting of the canals, channels, rivers and backwaters in the Gódávari and Kistna districts between Vasista Gódávari and Kistna rivers.
The Buckingham canal, consisting of the canals, channels, rivers and backwaters in the Kistna district, south of the Kistna river and the Buckingham canal in the Kistna, Nellore, Chingleput and South Arcot districts and Madras town including all sea bars, estuaries, backwaters, rivers and channels, whether salt or fresh, connected with it.
The Kurnool-Cuddapah canal in the Kurnool and Cuddapah districts.
The Védáranniyam canal in the Tanjore district.

FEES FOR LICENSING.

For any one of the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.

	Annual.			Six weeks.		
	RS.	A.	P.	RS.	A.	P.
Steamers per ton of registered tonnage ...	10	0	0	2	0	0
Cargo boats do. do. ...	2	8	0	1	0	0
Passenger boats, 1st class, do. ...	5	0	0	1	4	0
Passenger boats, 2nd class, do. ...	3	0	0	1	0	0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof ...	...			1	8	0
Rafts of bamboos per 100 square feet or fraction thereof	...			1	0	0

For any two of the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.

Steamers per ton of registered tonnage ...	15	0	0	2	0	0
Cargo boats do. do. ...	6	0	0	1	0	0
Passenger boats, 1st class, do. ...	9	0	0	1	8	0
Passenger boats, 2nd class, do. ...	7	0	0	1	0	0

For the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.

Steamers per ton of registered tonnage ...	20	0	0	3	0	0
Cargo boats do. do. ...	10	0	0	1	8	0
Passenger boats, 1st class, do. ...	14	0	0	2	0	0
Passenger boats, 2nd class, do. ...	12	0	0	1	8	0

For any one of the four lines of Navigation, the Chilka lake, Dumagudiem, Kurnool-Cuddapah and Védáranniyam Canals.

	Annual. RS. A. P.	Six weeks. RS. A. P.
Cargo boats per ton of registered tonnage ...	1 0 0	0 3 0
Passenger boats, 1st class, do. ...	2 0 0	0 6 0
Passenger boats, 2nd class, do. ...	1 0 0	0 3 0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof ...	...	0 4 0
Rafts of bamboos	...	0 2 0
Duplicate license for any line or lines of Navigation, if original license be lost ...	2 0 0	0 4 0

FEES FOR REGISTRATION.

For any one of the three lines of Navigation, the Gódávari, Kistna and Buckingham Canals.

Steamers, each	60 0 0	12 0 0
Private boats for owner's personal use, each ...	24 0 0	4 8 0
Pleasure boats, each	2 0 0	0 6 0
Duplicate certificate, if original be lost, each ...	0 8 0	0 2 0

For any one of the four lines of Navigation, the Chilka lake, Dumagudiem, Kurnool-Cuddapah and Védáranniyam Canals.

Steamers, each	30 0 0	6 0 0
Private boats for owner's personal use, each ...	12 0 0	2 4 0
Pleasure boats, each	1 0 0	0 3 0
Duplicate certificate, if original be lost, each ...	0 4 0	0 1 0

WHARFAGE FEES.

Every vessel which loads or discharges at any wharf per ton of registered tonnage	0 1 0
Fees for using the places reserved at wharves for test-measuring or test-weighing goods per boat per diem ...	1 0 0

DEMURRAGE FEES.

Vessels remaining at any of the wharves for more than seven days per ton of registered tonnage for every seven days or portion thereof	0 8 0
Goods remaining at any of the wharves for more than seven days per 100 square feet, or portion thereof, of space occupied by the goods per day	0 1 0

2. Licenses and certificates of registration shall be issued at the following places:—

Lines of navigation.	Places where annual licenses and certificates of registration shall be issued.	Places where six weeks' licenses and certificates of registration shall be issued.
The Chilka lake canal	Ganjám	Ganjám.
The Dumagudiem canal	Dumagudiem	Dumagudiem lock.
The Gódávari canals	Dowlaishweram	Dowlaishweram do. Bobberlanka do.
The Kistna canals	Bezwada	Vijeswaram do. Ellore do. Bezwada do. All tidal locks. All wharves.
The Buckingham canal	Madras Boat basin ...	Seetanagaram lock. Madras boat basin. All tidal locks. All wharves.
The Kurnool-Cuddapah canal ...	Kurnool	Kurnool. Jutur, 93rd mile. Rajoli, 145th mile. Cuddapah.
The Védáranniyam canal	Negapatam	Negapatam.

A list of the stations in each division shall be affixed to a notice board in a conspicuous place at each station in that division.

3. Wharfage and demurrage fees shall be levied at the following wharves:—

The Kistna canals	Palakole. Bezwada. Pamarru. Chintaguntapalem basin. Ellore.
The Buckingham canal	Seetanagaram. Chebrole. Santaravur. Nandivelugu. Tenali. Tsandole. Vellatur. ~~Peddaganjam.~~ Kottapatnam. Mypaud. Muthukur. Madras Boat basin. Madras Elephant Gate. Madras Trevelyan wharf. Papanchavady.

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DRAFT NOTIFICATION.

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I.—GENERAL.

Under the provisions of section 16, Madras Act II of 1890 (An Act to make better provision for the establishment of Canals and public Ferries in the Presidency of Madras and for the management thereof), His Excellency the Governor in Council is pleased to declare that, in supersession of the existing rules regarding navigation on canals, the following rules shall, on and after 1st, be in force on the lines * of navigation defined in the margin or which may hereafter, by notification, be brought under the provisions of the said Act.

* The Chilka lake canal, Ganjám district.
The Dumagudiem canal, Gódávari district.
The Gódávari canals, consisting of the canals, channels, rivers and backwaters in the Gódávari district, north of the Vasista Gódávari river.
The Kistna canals, consisting of the canals, channels, rivers and backwaters in the Gódávari and Kistna districts between the Vasista Gódávari and Kistna rivers.
The Buckingham canal, consisting of the canals, channels, rivers and backwaters in the Kistna district, south of the Kistna river, and the Buckingham canal in the Kistna, Nellore, Chingleput and South Arcot districts and Madras town including all sea bars, estuaries, backwaters, rivers and channels, whether salt or fresh, connected with it.
The Kurnool-Cuddapah canal in the Kurnool and Cuddapah districts.
The Védáranniyam canal in the Tanjore district.

2. *Exemption of Government canal vessels from paying license fees, &c.*—All Government vessels belonging to the Public Works Department shall be exempted from paying license or registration fees or tolls.

3. *Officers and their powers.*—The management of canals for navigation is vested in the Executive Engineers of the divisions of the Public Works Department in which the canals are situated, subject to the supervision of the Superintending Engineer of the circle concerned and the control of the Chief Engineer for Irrigation. Executive Engineers are, in respect to the canals in their charge, authorized to exercise the powers described in section 7 of the Act and to delegate, in writing, all or any of those powers to any officer or subordinate working under them. These officers or subordinates are referred to in these rules as "Canal officers."

II.—LICENSES.

4. *Vessels to be licensed.*—All vessels using any of the canals shall be licensed except those registered under rule 20 or exempted under rule 2 or rule 25.

5. *Conditions and rates of fees.*—On application by the owner of a vessel or his agent, either in person or by letter, for permission to navigate any particular canal, and on payment of the fees prescribed in the notification published under section 6 of the Act, the Executive Engineer of the division concerned, or any other Canal officer duly authorized by him, shall grant a license for such navigation in Form A attached to these rules either for one year or for six weeks as the owner of the vessel or his agent may elect, subject to a condition that claims for compensation in consequence of the closure of all or any of the canals for repairs, insufficiency of water or any other impediment to navigation shall not be recognized. The applicant shall furnish all the information necessary for the due filling in of the license.

6. *License fees for two or more lines of Navigation.*—A license may be granted for navigation of two or more of the Gódávari, Kistna and Buckingham Canal lines of navigation. The fees for such licenses shall be those prescribed in the notification published under section 6 of the Act.

Provided that a license may be extended for the navigation of canals not originally mentioned in it on receipt of the difference between the fees paid on the original license and those chargeable on the license as extended. Such extension of a license shall be effected only at the station at which the said license was obtained.

7. *Counterpart of licenses.*—Every Canal officer empowered to grant licenses shall retain the counterpart of every license granted by him and shall be responsible that it corresponds to the license of which it is a counterpart. When an alteration is made in the license, a corresponding alteration shall be made in the counterpart thereof.

8. *Transfer of license for one year.*—If the ownership of a vessel licensed for one year is changed during the year for which the vessel is licensed the officer who granted the license may, upon the application of the original owner and the transferee, alter the license by substituting the name of the latter for that of the former. But a license granted for one vessel shall not be transferred to another vessel.

9. *Licenses for one year.*—Every license for one year shall remain in force until the 31st March following the date of issue, unless it is cancelled or suspended as hereinafter provided.

10. *Renewal of six weeks' licenses.*—A license granted for six weeks may be renewed from time to time for further periods of six weeks. Such renewals shall be endorsed upon the license.

11. *Conversion of a six weeks' license.*—If a license granted for six weeks has not been renewed more than once, it may be converted into a license for the year in which it was issued upon receipt of the difference of fee payable for a six weeks' license and for a license for one year.

12. *Gross tonnage.*—The gross tonnage of a vessel shall be ascertained by multiplying its length, breadth and depth in feet and inches and dividing the product by fifty. The length shall be measured at half the midship depth in a straight line from the inside of the outerplanking at the side of the stem to the inside of the outerplanking at the side of the stern post and shall be hereinafter called the length for tonnage. The breadth for tonnage shall be one-sixth of the sum of five widths taken at equal distances along and right angles to the above length for tonnage measured from the rib on one side to the planking (skin) on the other side. If the vessel has a fixed internal planking or "ceiling," the said widths shall be measured from the inner side of such ceiling on one side to the inner side thereof on the other side.

The depth of all vessels shall be measured in a vertical line at the centre of the length for tonnage. If a vessel is decked, the measurement for depth shall be from the under side of the deck planking or, in case of a break, below a line stretched in continuation of such deck planking. If the vessel is an open one or a "Rahadari" (transit) boat the measurement for depth shall be from an athwartships line extended from the upper edge of the upper stroke on both sides of the vessel. If the vessel has a fixed ceiling (inner planking) the measurement for depth shall be to the inner side of such ceiling. If a vessel has no fixed ceiling the measurement for depth shall be to the inner side of the outer bottom plank.

13. *What to be deemed the tonnage of a vessel.*—Whenever the tonnage of any vessel has been ascertained, the same shall henceforth be deemed to be the tonnage thereof, unless any alteration is made in the form or capacity of such vessel or unless it is discovered that the tonnage thereof has been erroneously computed; and in either of such cases, such vessel shall be remeasured and her tonnage determined according to the rule hereinbefore contained in that behalf.

14. *Registered tonnage.*—The net or registered tonnage upon which fees are leviable shall be the gross tonnage less one-third for steamers and less fifteen per cent. for other vessels. Any fraction of a ton above half shall be taken as one ton and other fractions shall be rejected.

15. *Enlarged or altered vessels.*—A vessel that has been enlarged or so structurally altered as to affect the conditions upon which the license was obtained shall not ply until it has been remeasured and a fresh license has been obtained. Such remeasurement and application for a new license shall be made at the station at which the original

license was obtained. The applicant for such fresh license shall deliver up the old license to the licensing officer, and pay the difference between the fee paid by him and the fee leviable upon the new registered tonnage.

16. *Number of passengers licensed to carry.*—No vessel licensed to carry passengers shall carry a greater number of passengers than in the proportion of one adult or two children for every $7\frac{1}{2}$ square feet of covered space, which shall be calculated by multiplying the length in feet over all covered space, by the mean of the three widths taken at equal distances. The Executive Engineer of the division, or any other Canal officer duly authorized by him, may, during festivals, on application by the owner of any vessel or his agent, increase temporarily the limit of the number of passengers to be carried, so long as the safety of the public is not endangered thereby.

17. *Licenses for passenger boats.*—Licenses for passenger boats shall be either "first class" or "second class." The holder of a "first class" license may carry passengers of such caste or castes as he pleases. The holder of a "second class" license shall carry all passengers without distinction of caste.

18. *Provision in case of loss of license.*—If the original license be lost, a duplicate shall be issued by the officer who granted the license on payment of the fee prescribed in the notification published under section 6 of the Act. If the loss occurred during the absence of the vessel from the station at which it was licensed, the loss shall be reported to the nearest Canal officer who shall thereupon issue a pass in Form B attached to these rules. Such pass should hold good until the arrival of the vessel at the station at which the license was issued. Immediately upon such arrival, the owner or his agent shall deliver up the said pass and pay the prescribed fee for a duplicate license.

19. *Rafts.*—The owners or persons in charge of rafts using any of the canals shall pay the fees prescribed in the notification published under section 6 of the Act and take out licenses in Form C attached to these rules, and these licenses shall be in force for six weeks from the date of issue.

III.—Registration.

20. *Registration of vessels.*—Vessels intended for the personal use of the owners and not employed in carrying goods, animals or passengers for purposes of trade nor used for towing vessels carrying goods, animals or passengers for purposes of trade shall be registered. Certificates of registration shall, on payment of the fees prescribed in the notification published under section 6 of the Act, be issued in Form D attached to these rules and shall be for a period of either for one year or for six weeks as the owner of the vessel may elect. The certificates shall entitle the holders to use the lines of navigation therein mentioned and no other. The Executive Engineer of the division in which the port of registry of any vessel is situated, or any canal officer duly authorized by him in that behalf, shall determine to which class of boats herein before mentioned such vessel belongs. Vessels registered under this rule shall be subject to the same rules and regulations as those for which licenses are taken out so far as they are applicable.

21. *Place of registration.*—A vessel may be registered at any one of the licensing stations. The station at which a vessel is registered shall be its port of registry or the port to which she belongs.

22. *Registering officer and register.*—The Executive Engineer of the division in which the port of registry of a vessel is situate or any Canal officer duly authorized by him in that behalf shall be responsible that the certificate of registration and its counterpart are duly filled in and that the counterpart is carefully preserved and altered when required so as to correspond to the certificate to which it refers.

23. *Transfer of ownership and register.*—When the ownership of a vessel registered for one year is transferred during such period, the registration and certificate shall be altered at the request of the original owner and the transferee, by the substitution of the name of the latter for that of the former.

24. *Procedure when certificate is lost.*—If a certificate of registration is lost, the registering officer at the port of registry shall grant a duplicate of such certificate upon the receipt of the fees prescribed in the notification published under section 6 of the Act.

25. *Exemption from payment of fees for registration.*—No fee shall be levied for the registration of boats used solely for fishing on the Buckingham canal, nor on sea-going boats and boats carrying firewood on the Masulipatam canal, in the Kistna delta between the Tidal lock and the Petta basin and in the Gódávari river; but all such boats shall be registered and certificates of registration in Form E attached to these rules shall be issued for them.

IV.—Wharves.

26. *Wharves.*—A wharfage fee at the rate prescribed in the notification published under section 6 of the Act shall be paid by the owner of every vessel which loads or discharges cargo or ships or lands passengers at any of the wharves fixed under section 6 of the Act. The word "cargo" shall include empty bags, baskets, boxes, casks and other receptacles in which cargo is usually carried.

The wharf rules shall not apply to salt factories and salt channels already under the control of the Salt Department except the landing place at the salt depôt at Madras. No private wharves or landing stages shall in future be constructed in connection with lines of navigation without the previous sanction of Government.

27. *Wharf limits.*—No vessel shall load or unload on any part of a canal or channel within one mile on either side of a wharf, except by special permission in writing of the officer in charge of the division and on payment of the prescribed wharfage fees. Goods shall not be stacked on Canal lands without special permission in writing from the Canal officer.

28. *Wharves which may be declared hereafter.*—Wharfage fees at the above rates shall also be levied at any wharf, which may hereafter be constructed, from the date on which it may be declared, by notification in the *Fort St. George Gazette* and in the Gazette of the district concerned, to be available for loading and unloading cargo and shipping and landing passengers.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

30. *Wharf-clearance ticket.*—Every person in charge of a vessel on which wharfage fee is leviable shall obtain from the wharf superintendent a wharf-clearance ticket in Form F attached to these rules, and such ticket shall be delivered up at the next wharf or licensing station the vessel may enter. Vessels shall leave wharves on the same day on which clearance tickets are delivered.

31. *Demurrage fee on vessels.*—In addition to the wharfage fee leviable thereon, the owner of every vessel which remains at a wharf for more than seven days reckoned from the date on which the vessel is placed in position to load or unload freely shall pay a demurrage fee at the rates prescribed in the notification published under section 6 of the Act. Provided that no demurrage fee shall be charged for any days during which the vessel is not allowed to lie at the whraf.

32. *Demurrage fee on goods.*—The consignee of goods landed at the wharf of discharge shall remove his goods from such wharf within seven days from the date on which such goods are landed; and if the said goods be not removed within such time, the consignee shall pay a demurrage fee at the rate prescribed in the notification published under section 6 of the Act. The said goods shall not be removed until the said fee is paid.

33. *Additional wharfage fee for test weighing or test measurement.*—Consignees of goods using the places reserved at wharves for test measuring or test weighing goods shall pay the additional wharfage fee prescribed for the purpose in the notification published under section 6 of the Act, and shall not allow the goods to remain at the reserved places longer than necessary for taking such test measurement or test weight.

V.—Navigation Rules.

34. *Dimensions of vessels.*—No vessel exceeding 90 feet in length and 13 feet in width shall navigate the canals, except those built before the 31st December 1880 for which a special license may be granted by the canal officer.

35. *Dimensions of vessels on a portion of the Buckingham canal.*—In the portion of the Buckingham canal known as the Junction canal in the town of Madras and south of it, the fixed fittings of vessels, such as the roofs of boats, steps of masts, funnel sockets, &c., and cargo piled on vessels shall not be higher than 6½ feet above water level, and piled cargo or roofs or fixed fittings shall not exceed 12 feet in width.

36. *Dimensions of rafts.*—No raft exceeding 90 feet in length, 12 feet in breadth, or drawing more than 2 feet ~~draught~~ of water, shall be allowed on any of the canals. Nothing shall be allowed to project beyond the side of any vessel or raft.

37. *Free board.*—No vessel carrying cargo shall be navigated in the canals unless it has a free board of at least 9 inches; and no vessel carrying passengers shall be so navigated unless it has a free board of at least 12 inches. The free board shall be measured from the water's edge to the top of the gunwale when the vessel has no deck and to the upper side of the plank of the deck when the vessel has a deck.

38. *Passenger boats may carry cargo on certain conditions.*—A boat licensed to carry passengers may also carry cargo, every 10 cubic feet of cargo being considered as equivalent to one passenger; but the total of the number of passengers so calculated and the passengers actually carried shall not exceed the number of passengers which the boat is licensed to carry. No such vessel shall carry cargo on the roof or side of the vessel, nor any cargo such as fish, manure, bones, skins or other articles which, in the opinion of the canal officer, is offensive or dangerous.

39. *Care and management of vessels.*—No vessel shall be navigated without one person at least, on board, competent to steer and manage her and acquainted with the rules regulating the navigation of the canals. No vessel shall lie or be left without a person on board capable of taking care of her.

40. *Lights.*—Vessels using any of the canals shall between sunset and sunrise exhibit the following lights:—

Vessels.	When moving.	When moored.
Steamers	One clear white light on the upper deck. One bull's eye bright red light 8″ diameter on the port or left side. One bull's eye bright green light 8″ diameter on the star board or right side.	One clear white light at not less than 4 feet above the water level and so placed that it shall be visible fore and aft.
All vessels not propelled by steam.	One clear white light at the fore end fixed not less than 4 feet above the water level. One clear white light in the general cabin or inside.	Do. do.
Rafts	One clear white light at each end.	One clear white light at each outer corner.

The two bulls' eye lights shall be so placed and fitted that both may be visible only from a point directly ahead of the vessel and so as not to be obscured by any of the fittings, cargo or passengers. Subject to these provisions, the lights may be placed in the front or on the top of the cabin, at the sides of the vessel near the bow or on supports specially provided for the purpose.

41. *Speed of steamers.*—No steamer shall travel at a greater speed than 4 miles per hour and, between sunset and sunrise, the speed shall not exceed 3 miles per hour. Steamers shall reduce their speed to 3 miles an hour when they come within half a mile of a lock and shall then whistle to give notice of their approach to the lock establishment. Steamers shall be warped or poled into and out of locks and shall not use their propellors or paddle wheels until quite clear of the locks. Every steamer shall be furnished with an efficient steam whistle. Steamers shall reduce their speed to 3 miles an hour during the day and to 2 miles an hour between sunset and sun rise when passing round a bend in any canal and shall whistle when approaching such bend. Every vessel under steam shall stop and reverse whenever necessary. Steamers shall whistle when within 100 yards of any boat and reduce speed to 3 miles an hour.

42. *The passing of vessels.*—When two vessels meet on the Gódávari, Kistna or Kurnool-Cuddapah canals, the vessel going with the current shall keep out of the way of the other vessel. In other canals, vessels going north shall keep out of the way of those going south. Vessels under sail shall keep out of the way of vessels which are being towed, and vessels under steam shall keep out of the way of all other vessels.

Every vessel overtaking another vessel shall keep out of the way of the vessel which is being overtaken. Where by these rules one of two vessels is required to keep out of the way the other shall keep her course. Every vessel under steam when passing a vessel which is being towed from the towing path on the offside thereof and every vessel not under steam, shall take the towing path side when meeting, or passing, or approaching to, or being overtaken by a vessel under steam. The steam whistle of every vessel under steam shall be sounded when such vessel is about to round and is rounding any turnings in the navigation as well as when such vessel is meeting, approaching, or overtaking any vessel.

43. *Sails when to be lowered.*—All vessels under sail shall lower their sails when passing through a masonry aqueduct, lock or flood gate.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

46. *Production of license and stoppage of vessels.*—When required so to do by a Canal officer, every person in charge of a vessel shall stop the vessel and produce the license or certificate of registration as the case may be. Persons in charge of vessels carrying passengers or cargo or both and of vessels propelled by steam, shall assist Canal officers in their inspections and shall make a true statement of the number of passengers and the nature of the cargo on board.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

48. *Pass for vessels under suspension to proceed to their destination.*—When the license for a vessel carrying cargo or passengers or both is suspended, the officer by whom the license is suspended shall grant a pass in Form H attached to these rules permitting the vessel to proceed to its destination for the purpose of landing cargo and passengers or to a place where she can be repaired. Such passes shall be in duplicate of which one part shall be retained in the issuing office and the other part shall be delivered to the person in charge of the vessel. The fact and period of suspension shall be recorded by the Canal officer upon the license or the duplicate thereof as the case may be. In the case of the suspension of a license because of the defective state of a vessel's hull, machinery or gear, the suspension shall continue until the owner obtains a certificate from an inspecting officer that the necessary repairs have been effected and that the vessel is again safe, sound and fit for the navigation of the canals. Such certificate shall be endorsed on the license immediately under the order of suspension which shall thereupon cease to have any effect. The order of suspension shall declare that it shall be in force unless and until such certificate is obtained. A copy of such certificate shall be served upon, and be filed by, the officer who suspended the license.

49. *Punishment of owners of rafts.*—Owners of rafts shall, in lieu of suspension, be punished by a fine of two rupees for each offence, until payment of which the raft shall not proceed. If the fine is not paid within ten days, the Canal officer concerned is empowered to cause the raft to be removed from the canal.

50. *Marks and figures to be painted on vessels.*—The owners of vessels other than rafts shall have the following figures and marks painted conspicuously on their vessels before using them on any of the canals and shall be responsible that those marks and figures are not defaced or obliterated :—

(1) The number of the license or certificate registration and the initial or initials of the name or names of the canals which a vessel is licensed to navigate shall be painted on each bow.

(2) The tonnage of the vessel shall be similarly painted on each side of the sternpost above the load line.

(3) The number of passengers which the vessel is licensed to carry, on the stern of each such vessel or on the after-part of the cabin with the letter P prefixed.

(4) The load line for a length of 3 feet amidships, on both sides.

The said numerals and letters shall be in English and shall be painted in white on a black ground or black on a white ground. Each numeral or letter shall be not less than 4 inches in length and of proportionate breadth.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

52. *Mooring of vessels.*—No vessel shall moor within the limits prohibited by notice-boards at any lock or masonry work or on the tow-path side, if there be only one such path, or on the windward side of a canal, if there be two such paths, except when actually loading or unloading. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line. Rafts when moored shall be securely fastened at both ends to the canal bank and so as not to obstruct navigation.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

54. *Sea-going vessels.*—Sea-going vessels brought into rivers and backwaters for any purpose other than to ply for hire shall anchor or lay up outside the fair way of the canal traffic in such place and manner as the Canal officer shall direct.

FORM A. (*Vide* Rule 5.)

License for vessels other than rafts.

This license is granted to permit the vessel noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Owner's name.
Do. residence.
Description of vessel.
Place where vessel was built.
Year in which vessel was built.
Extreme dimensions. { Length, feet. / Breadth, feet.
Measurement for tonnage. { Length, feet. / Breadth, feet. / Depth, feet.
Contents, cubic feet.
Gross tonnage.
Deduction.
Registered tonnage.
Period of license.
Amount of license fee paid, Rs.
Number of passengers licensed to carry.
Class of license, 1st or 2nd class.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.
2. Ten cubic feet of cargo is equivalent to one passenger.
3. The period of a six weeks' license includes the day of grant and of expiry.
4. *Vide* rules printed on the reverse.

Renewal of license.		Date of expiry of renewed license.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on paper of foolscap size—annual licenses on white paper and six-week licenses on yellow paper.*)

FORM A. (*Vide* Rule 5.)

License for vessels other than rafts.

This license is granted to permit the vessel noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Owner's name.
Do. residence.
Description of vessel.
Place where vessel was built.
Year in which vessel was built.
Extreme dimensions. { Length, feet. / Breadth, feet.
Measurement for tonnage. { Length, feet. / Breadth, feet. / Depth, feet.
Contents, cubic feet.
Gross tonnage.
Deduction.
Registered tonnage.
Period of license.
Amount of license fee paid, Rs.
Number of passengers licensed to carry.
Class of license, 1st or 2nd class.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.
2. Ten cubic feet of cargo is equivalent to one passenger.
3. The period of a six weeks' license includes the day of grant and of expiry.
4. *Vide* rules printed on the reverse.

Renewal of license.		Date of expiry of renewed license.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on paper of foolscap size—annual licenses on white paper and six-week licenses on yellow paper.*)

7. *Counterpart of licenses.*—Every Canal officer empowered to grant licenses shall retain the counterpart of every license granted by him and shall be responsible that it corresponds to the license of which it is the counterpart. When an alteration is made in the license, a corresponding alteration shall be made in the counterpart thereof.

8. *Transfer of license for one year.*—If the ownership of a vessel licensed for one year is changed during the year for which the vessel is licensed, the officer who granted the license may, upon the application of the original owner and the transferee, alter the license by substituting the name of the latter for that of the former. But a license granted for one vessel shall not be transferred to another vessel.

9. *Licenses for one year.*—Every license for one year shall remain in force until the 31st March following the date of issue, unless it is cancelled or suspended as hereinafter provided.

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

47. *Limit of Canal officers' powers.*—A canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

FORM B. (*Vide* Rule 18.)

Pass for vessel for which the license has been lost.

This pass is granted to permit the vessel noted below to navigate the canal without license as it is reported that the license has been lost. The fee prescribed for issuing duplicate license has been paid:—

Number of vessel.
Description of vessel.
Place and date of license.
Name of owner.
Residence of owner.
Fees paid, Rs.
Date of Issue.
Place of Issue.

Signature of Issuing Officer.

(*The above form to be printed on green paper of ¼ foolscap size.*)

FORM B. (*Vide* Rule 18.)

Pass for vessel for which the license has been lost.

This pass is granted to permit the vessel noted below to navigate the canal without license as it is reported that the license has been lost. The fee prescribed for issuing duplicate license has been paid:—

Number of vessel.
Description of vessel.
Place and date of license.
Name of owner.
Residence of owner.
Fees paid, Rs.
Date of Issue.
Place of Issue.

Signature of Issuing Officer.

(*The above form to be printed on green paper of ¼ foolscap size.*)

FORM C. (*Vide* Rule 19.)

License for rafts.

This license is granted to permit the raft noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Description of raft.
Dimensions ... { Length, feet. / Breadth, feet.
Superficial area, square feet.
Number of units of 100 square feet or fraction thereof.
Amount of fees paid, Rs.
Date of expiration of the license.
Rates of fees per unit.

	Timber or timber and bamboos.		Bamboos.	
	RS.	A.	RS.	A.
Gódávari, Kistna and Buckingham canals ...	1	8	1	0
Chilka lake, Dumagudiem or Védáranniyam canal.	0	4	0	2

Rafts not to exceed 90 feet in length, 12 feet in breadth and 2 feet draught.

Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on white paper of ½ foolscap size.*)

FORM C. (*Vide* Rule 19.)

License for rafts.

This license is granted to permit the raft noted below to navigate the canal according to the rules passed under Act II of 1890 :—

Number of license.
Description of raft.
Dimensions ... { Length, feet. / Breadth, feet.
Superficial area, square feet.
Number of units of 100 square feet or fraction thereof.
Amount of fees paid, Rs.
Date of expiration of the license.
Rates of fees per unit.

	Timber or timber and bamboos.		Bamboos.	
	RS.	A.	RS.	A.
Gódávari, Kistna and Buckingham canals ...	1	8	1	0
Chilka lake, Dumagudiem or Védáranniyam canal ...	0	4	0	2

Rafts not to exceed 90 feet in length, 12 feet in breadth and 2 feet draught.

Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This license is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer who renews the license.
Place.	Date.		

(*The above form to be printed on white paper of ½ foolscap size.*)

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

47. *Limit of Canal officers' powers.*—A canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,

thirty days for a second offence in the same year,

sixty days for a third offence in the same year. He may and for the unexpired portion of the license for a fourth offence in the same year.

suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

50. *Marks and figures to be painted on vessels.*—The owners of vessels other than rafts shall have the following figures and marks painted conspicuously on their vessels before using them on any of the canals and shall be responsible that those marks and figures are not defaced or obliterated :—

(1) The number of the license or certificate of registration and the initial or initials of the name or names of the canals which a vessel is licensed to navigate shall be painted on each bow.

(2) The tonnage of the vessel shall be similarly painted on each side of the sternpost above the load line.

(3) The number of passengers which the vessel is licensed to carry, on the stern of each such vessel or on the after-part of the cabin with the letter 'P' prefixed.

(4) The load line for a length of 3 feet amidships, on both sides.

The said numerals and letters shall be in English and shall be painted in white on a black ground or black on a white ground. Each numeral or letter shall be not less than 4 inches in length and of proportionate breadth.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

Record of Suspension of the Certificate of Registration
Cause of suspension—Sale
Signature of the canal officer ordering the suspension
From
To

FORM D. (*Vide* Rule 20.)

Certificate of Registration for vessels intended for personal use of the owners.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal, but not to carry goods, animals or passengers for purposes of trade :—

Number.
Name of owner.
Residence of owner.
Description of vessel.
Vessel built at
Year in which vessel was built.
Amount of fee paid, Rs.
Period of registration.
Date of expiration of the period of registration.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This certificate is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer renewing the certificate.
Place.	Date.		

(*The above form to be printed on paper of ⅓ foolscap size—annual certificates on white paper and six-week certificates on yellow paper.*)

Record of Suspension of the Certificate of Registration
Cause of suspension—Sale
Signature of the canal officer ordering the suspension
From
To

FORM D. (*Vide* Rule 20.)

Certificate of Registration for vessels intended for personal use of the owners.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal, but not to carry goods, animals or passengers for purposes of trade :—

Number.
Name of owner.
Residence of owner.
Description of vessel.
Vessel built at
Year in which vessel was built.
Amount of fee paid, Rs.
Period of registration.
Date of expiration of the period of registration.
Place of Issue.
Date of Issue.

Signature of Issuing Officer.

N.B.—This certificate is to be shown on renewal.

Renewal.		Date of expiry.	Signature of the officer renewing the certificate.
Place.	Date.		

(*The above form to be printed on paper of ⅓ foolscap size—annual certificates on white paper and six-week certificates on yellow paper.*)

Record of Suspension of the Certificate of Registration
Cause of suspension—Sale
Signature of the canal officer ordering the suspension
From
To

29. *Regulation of traffic at wharves.*—The regulation of traffic at wharves shall be according to the rules framed in that behalf and approved by Government. Such rules shall be fixed to a notice-board in a conspicuous place at each end of the wharf and any infringement thereof shall be punished by suspension of the license of the vessel contravening the rule or rules for a period not exceeding three months.

44. *Inspection of vessels other than steamers.*—The Canal officer in charge of a licensing station shall, from time to time, inspect all licensed vessels at such station to see if they are maintained in a proper state of repair and cleanliness and if their gear is in good condition, and may suspend the licenses if the vessels are out of repair or unsafe or otherwise unfit for public use or for the carriage of goods as the case may be. So long as a license is suspended, the vessel to which it relates shall not ply on any of the canals.

45. *Inspection of steamers.*—All steamers shall be inspected by the Canal officer before they are licensed and once every six months thereafter to see that the vessels and their machinery are in good working order, that the boilers are provided with proper gauges and are safe and that the vessels are in charge of a competent crew. Certificates of inspection shall be issued in Form G appended to these rules. In the event of such deterioration of machinery and boilers as may, in the opinion of the inspecting officer, cause danger, the license of the vessel shall be cancelled or suspended.

47. *Limit of Canal officers' powers.*—A Canal officer may, on account of the infringement of any provisions of the Act or any of the rules and regulations passed under it, suspend the annual license of a vessel for not more than—

fifteen days for a first offence,
thirty days for a second offence in the same year,
sixty days for a third offence in the same year;

and for the unexpired portion of the license for a fourth offence in the same year. He may suspend the six weeks' license for not more than fifteen days for a first offence and for the unexpired portion of the license for a second offence in the same year.

51. *Circulation of rules.*—A copy of the navigation rules and regulations in English or in the vernacular shall, at the time of registration or taking out a license for every vessel other than a raft, be given to the owner or person in charge thereof, if he has not already got one, and his signature taken in the register of licenses in token that he has received, or has already in his possession, a copy of the navigation rules and regulations.

52. *Mooring of vessels.*—No vessel shall moor within the limits prohibited by notice-boards at any lock or masonry work or on the tow-path side, if there be only one such path, or on the windward side of a canal, if there be two such paths, except when actually loading or unloading. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line. Rafts when moored shall be securely fastened at both ends to the canal bank and so as not to obstruct navigation.

53. *Place and time of repairs of vessels.*—No vessel shall be repaired in any canal without the written permission of the Canal officer. The repairs shall be made at the place and during the time named in the written permission, and at no other place or time. The owner of the vessel shall remove from the canal all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal officer at the expense of the owner of the vessel and the license may be suspended until payment is made.

FORM E. (*Vide* Rule 25.)

Certificate of Registration for vessels free of charge.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal without payment of any fee, but not to carry any goods, animals or passengers for purposes of trade :—

Number.

Name of owner.

Residence of owner.

Description of vessel.

Vessel built at

Year in which vessel was built.

Canals to be used.

Place of Issue.

Date of Issue.

Signature of Issuing Officer.

(*The above form to be printed on red paper of ¼ foolscap size.*)

FORM E. (*Vide* Rule 25.)

Certificate of Registration for vessels free of charge.

The vessel noted below is registered in accordance with the rules passed under Act II of 1890 to use the canal without payment of any fee, but not to carry any goods, animals or passengers for purposes of trade :—

Number.

Name of owner.

Residence of owner.

Description of vessel.

Vessel built at

Year in which vessel was built.

Canals to be used.

Place of Issue.

Date of Issue.

Signature of Issuing Officer.

(*The above form to be printed on red paper of ¼ foolscap size.*)

FORM F. (*Vide* Rule 30.)

Original. No.

WHARF CLEARANCE TICKET.

Station.

Boat No. of Tons.

Description of Cargo.

Amount of wharfage fees received. RS. A. P.

DATE *Wharf Clerk.*

Duplicate. No.

WHARF CLEARANCE TICKET.

Station.

Boat No. of Tons.

Description of Cargo.

Amount of wharfage fees received. RS. A. P.

DATE *Wharf Clerk.*

Triplicate. No.

WHARF CLEARANCE TICKET.

Station.

Boat No. of Tons.

Description of Cargo.

Amount of wharfage fees received. RS. A. P.

DATE *Wharf Clerk.*

(*The above form to be printed on white paper of ½ foolscap size.*)

FORM G. (*Vide* Rule 45.)

Inspection Certificate.

The steam vessel bearing No. —— of ———— has been inspected in accordance with paragraph 45 of the rules passed under Act II of 1890 and is passed for navigation on canal for a period of six months from this date subject to the conditions noted below :—

Station ————

Date ————

————

Signature of Inspecting Officer.

N.B.—This certificate must be carried on the steamer and produced when called for by a Canal officer.

(*The above form to be printed on white paper of ½ foolscap size.*)

FORM H. (*Vide* Rule 48.)

Pass for vessels, the licenses of which are suspended, to proceed to their destination or place of repair.

This pass is granted to permit the vessel noted below to proceed to its destination or place of repair, its license having been suspended :—

Number of vessel.

Place and date of license.

Name of owner.

Residence of owner.

Period of suspension.

Number of rule infringed.

Place of destination.

Lock or wharf where suspension should take effect.

Place.

Date.

Signature of Canal Officer.

(*The above form to be printed on green paper of ½ foolscap size.*)

FORM H. (*Vide* Rule 48.)

Pass for vessels, the licenses of which are suspended, to proceed to their destination or place of repair.

This pass is granted to permit the vessel noted below to proceed to its destination or place of repair, its license having been suspended :—

Number of vessel.

Place and date of license.

Name of owner.

Residence of owner.

Period of suspension.

Number of rule infringed.

Place of destination.

Lock or wharf where suspension should take effect.

Place.

Date.

Signature of Canal Officer.

(*The above form to be printed on green paper of ½ foolscap size.*)

No 815 elc

17.7.96

To the Govt Solicr

Sir

With reference to your forwarding No. 217 dated 27.4.96 the Govt. Opinion on draft Navigation rules under Madras act II of 1850 — I have the honour to ~~ask for~~ request the opinion of the Advocate Genl on the following remarks

Rule 12

Line 4 should not "stern" be "stem" —

last sentence.

~~The original draft~~ ~~Report~~

would not this provision enable an owner to place some loose planks at the bottom of his boat and claim to have the depth of the boat measured from the upper side of such boards. In the original draft measurements could only be made in this way in the case of a completed fixed inner skin or ceiling — Ordinary Govt Cargo boats have very thick & clumsy ribs & this would make a great difference in their measurement — I would suggest the omission of this sentence —

Rule 20 Registration clause No 19 —

The provision in original draft empowering the Ex. Engr. to determine form of licenses, was intended & I think to determine whether a boat should be considered

Received 20/7/96

No 53 (Port)

9375/223/1896

a pleasure boat or private a boat for owners personal use — The difference in fee is considerable — The first class is intended to include small sailing or rowing boats and the other private hackeries or house boats — It seems necessary that the Exec Engr should have power to decide to which class the boat to be registered belongs —

18/7/96

Rec'd 17/7/96

No 536

Public Works (1896) Department.

Receipt

CURRENT No. 472 dl

Or Or

From

The Govt Solicitor
Madras

No. 354

Dated 29. 7. 96

Received

Enclosures /

Spare copies

SUBJECT.

Draft Rules under Act II of 1890 - Forwards copy of the opinion of the Advocate General on —

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Draft Rules under Madras Act II of 1890.

Rule 12 line 4. In my draft Opinion the word is "Stem" not "Stern". The suggested alteration runs as follows. "In line 3 after "measured insert" at half the midship depth in a straight line from the insi of the outer planking at the side of the Stem to the inside of the outer planking at the side of the Stern-post ; and shall be herein-after called the length for tonnage"

I do not know how these boats are constructed. If they never hav Keelsons and limber boards, then my suggested amendment of line 9 is no value. Perhaps the following amendment will be better:-

"The depth of all vessels shall be measured in a vertical line at the centre of the length for tonnage. If a vessel is decked, the measurement for depth shall be from the under side of the deck plank-ing, or, in case of a break, below a line stretched in continuation o such deck planking. If the vessel is an open one or a 'Rahadari' (tra-sit) boat the measurement for depth shall be from an athwartship li extended from the upper edge of the upper strake on both sides of th vessel. If a vessel has a fixed ceiling (inner planking) the measure-ment for depth shall be to the inner side of such ceiling. If a vessel has no fixed ceiling, the measurement for depth shall be to th inner side of the outer bottom plank"

Rule 20. (old No 19). I pointed out that Rule 5 distinctly declares that vessels registered under Rule 19 are not to be licensed. The use of the word "license" in this Rule is a mistake. The object of the last sentence of the Rule is stated to be to empower the Executive Engineer to decide to which class of boats mentioned in the Rule the boat to be registered belongs. For the last sentence in the Rule sub-stitute the following:-

"The Executive Engineer of the division in which the port of re-gistry of any vessel is situated, or any canal Officer duly authoris-ed by him in that behalf, shall determine to which class of boats hereinbefore mentioned such vessel belongs"

This provision should precede that which declares that "vessels registered under this Rule shall be subject to the same rules and re-

-gulations as those for which licenses are taken out so far as they - are applicable"

J. H. Spring Branson
Advocate General.

Madras 28th July 1896.

(True Copy)

Ernest Barclay
Government Solicitor.

CHIEF ENGINEER FOR IRRIGATION. 4- AUG. 95 No.....

No 354

Madras 29th July 1896.

From,

Ernest Barclay

Government Solicitor

M a d r a s.

To,

The Chief Engineer for Irrigation

O o t a c a m u n d.

Sir,

As requested in your letter of 17th instant No 315 M I have - obtained the opinion of the Advocate General on the remarks made there -in and now enclose copy of such opinion.

I have the honor to be
Sir
Your Obedient Servant

Ernest Barclay
Government Solicitor.

CHIEF ENGINEER
FOR IRRIGATION.
4- AUG. 96
No.

FORMER CASES.

No. 748C dated 12-8-1896.
" 7104 " 3-8- 1896.
" " 189 .

Receipt No. 10485C

Dated 21-9-1896

LATER CASES.

No 8578C dated 1-10 1896.
" 8618C " 1-10 1896
R " 88-II " 30.10.1896
R 122. R.C. 10.11.96
R 662 Irr 24-11-96

Sent to Government with No. I of
R 1298 13-12-96
189 .

Printed with G.O., No. , dated
189 .

REMINDERS RECEIVED.

No. 1, dated 189 .
" 2 " "
" 3 " "
" 4 " "
" 5 " "

KEEP-WITHS.

Ltr to note 25/9/96 the above
on 25/9/96

E. I. Form No. 5—2,000—30-4-96.

No 53(R)

Receipt No. 10485C

From The Supg. Engr
2nd Circle

No. 2838C

Dated 19-9-1896.

(Reply to E.I.'s Memo. No. 74 R.C. dated 12.8.96
~~189~~ .)

Subject— Additional tolls & fines. Reports the circumstances under which — were levied when there was a delay in taking licenses in B Canal Dn.

BR 21.9.96

Papers

ENCLOSURES. 3

From to

" D.E.I. "

"The navigation rules do "not contain any express provision for collecting both

Orders and Proceedings in File.

No.	Date.	No.	Date.

license fees and tolls for the same boat. The owners of which navigate the canals without licenses or tickets shall under section 18 Act II of 1890 be prosecuted.

BR 24-9-96.

Supdg 28/9

Superintending Engineer's Office,
Bezwada

No. 283 BC

II Circle,
Dated 19 September 1896.

From,

Major W. C. Baddeley ~~Esquire,~~ R.E.
Superintending Engineer,
II Circle.

To,

The Chief Engineer,
For Irrigation
Madras.

Encl 3

Sir

With reference to Memo No. II/74 BC. dy 12th August 1896 I have the honour to forward herewith Copy of letter No. 1354 dy 31st Augt 96 from the Exe: Engineer Buckingham Canal Dn. and to report that I agree with the views of that Office, as the Navigation Rules justify the issue of the order No. 800 dy 5th July 1884.

I have the honourable,
Sir
Your most obt. Servant,
W. C. Baddeley
Major R.E.
Superintending Engineer II Circle.

CHIEF ENGINEER
FOR IRRIGATION.
21 SEP 96
No. 1048C

From,

The Superintending Engineer,

II Circle.

To,

The

Dated

Received } 18

Enclosures.

NO.

SUBJECT.

Letter from the Offg: Exe: Engineer Buckingham Canal Dn: to the Supg Engineer, 2nd Circle, dy 31st Augt 96, No: 13.

With reference to your endorsement No: 243 B.C. dy 16.8.96 on No: II/743 B.C. dy 12th Idem from Chief Engineer for Irrigation, forwarding for report a petition from certain boatowners complaining that additional tolls and fines are levied in cases where there is delay in taking out licenses, I have the honour to report that para 1 & 3 of the petition require no remark.

2. Paras 4 & 5. A fresh license can always be obtained by a remittance by post office money order and sending the latest license to the Exe: Engineer, Madras.

3. Para 6. This is in accordance with Revised Navigation Rules of 1883 - Vide 1, 2 & 33, Also see Copy of order by Major (now Colonel) Drake-Brockman when Executive Engineer in charge of the Buckingham Canal, dy 5th July 1884, No: 800.

4. Para 7. The Sub Dn: Officer with one clerk has more office work than he can now get through with.

5. The suggestion of the petitioners if carried out would throw more

Office work on the Sub Dr. Office
and cannot be adopted unless
an assistant to the Sub Dr. Clerk
is allowed.
5. Para 8. See para 2 of this letter
6. Para 9. No remark.
7. Para 10. See para 3 of this letter.
8. Para 11. Unless some penalty
is imposed on boatowners Compelling
them to take out a license or toll
ticket in accordance with the Navigation
Rules they will never do it themselves
within a reasonable time they are
ever ready to evade paying any
fee whether it is for a license, a toll
ticket or wharfage and they should
be made to understand according
to Rule No 1, Navigation Rules
that a boat cannot ply on the
Canal without a license or at
least a toll ticket.

/ True Copy /

Wm: Upshon Manager
Supg Engrs Office,
2nd Lands.

R104 Be

No 9
Majors Pitcher, Drake
& Lockwood RE

Copy of Memo from the Executive
Engineer Buckinghamcanal Dr. to
the Officer in charge of Southern Sub
Dr., dy 5th July 1884, No. 800.

As the object of boatmen
who are plying on the Canal without
obtaining licenses nor paying toll
fees, is to evade such payment the
Sub Dr. Officer is requested to collect
from them license fees for the year
as also Tolls for the number of
periods of six weeks of the Official
year to the date of payment of
the license fees.

If the boatmen are willing to
ply only on Toll tickets they may
do so, but great care should be
taken to observe that such men
are regularly paying Toll fees
for the different Six-weeks of
the year.

Strict attention should be paid
to detect boats that ply on the
Canal without paying license fees.

Please instruct the object of
this order clearly to the Toll Keeper
at Adayaru.

/ True Copy /

/ True Copy /
Wm. Upshon Manager
Engrs Office
Buckingham Canal

Sd / W. Jackson
for Manager
Engrs Office
B Canal

CHIEF ENGINEER
FOR IRRIGATION.
21 SEP 96
No. 1048C

FORMER CASES.

No. dated 189 .
" " 189 .
" " 189 .

Receipt No. 1057SC
Dated 21-9-1896.

LATER CASES.

I No. 838C dated 29.9.1896.
R " 1108.C 5.10.1896.
R " 1298 13 6 1897

Sent to Government with No. I of 189 .
Printed with G.O., No. 1621 , dated
15/9 1897.

REMINDERS RECEIVED.

No. 1, dated 189 .
" 2 " "
" 3 " "
" 4 " "
" 5 " "

KEEP-WITHS.

E. I. Form No. 5—2,000—30-4-96.

No 53(J)

Receipt No. 1057SC

From The Supg. Engr 2nd Circle

No. 284SC
Dated 19-9-1896.

(Reply to E.I.'s Memo. No. , dated 189 .)

Subject— Madras wharf limits. Forwards for orders B. Canal Dr. Exn. Engr's letter proposing to embank — for reasons given.

21996 papers

ENCLOSURES.

From to
" "
" "
" Memo 82 Pubd 25/9

Orders and Proceedings in File.

No.	Date.	No.	Date.

Letter from the Executive Engr.
Buckingham Canal Division, to the Superintending Engineer, 2nd Circle, No. 1392 8-9-96

—

Adverting to the enclosed notification by the Joint Secretary to Govt. P.W.D. declaring certain places named to be wharves within the limits of the town of Madras, I have the honour to bring to your notice that the establishment hitherto maintained at the Shadayankuppam Lock has been transferred to the new South Lock at Ennore. It will, therefore, be necessary to have the Madras wharf limits extended.

2. In this connection I would bring to your notice that I am informed that many boats plying on the Pulicat Lake pass into Ennore, unload shells and move off without detection; there being no declared wharf there. It is believed that

that many of these boats are ply
-ing on the canal without taking
out a license for '96-'97 and measures
are being taken to seize these
boats as soon as possible and
make them pay licence fees. In
1891 upwards of 200 unlicensed
boats from Pulicat lake were found
systematically using the canals
up to Shadayankuppam lock
on the South & Muthukar on
the north, were seized on the
canal and made to take
out licenses. Vide para 2, letter
No 255, dy 11-5-92 from the Exec Engr,
Buckingham Canal Dn to the
Superintending Engineer, II Circle.

3 Gravel, broken stone, build
-ing materials are being, and
have been loaded within canal
limits on the South side of the
Adyar river just near the Sadras
lock where the wharf Establish.
-ment is located (& wharfage

collected) but as the Madras
wharf extends only up to the Adyar
North lock and not as to Sadras
Adyar South lock, no wharfage has been collect
-ed from boats loading on South
of the river.

By declaring the Madras
wharf limits up to Sadras lock,
wharfage could also be collected
on materials loaded here.

4. If you approve, a revised
notification will be sent for sanction
of Government. All that is ne-
-cessary would be to alter para
2 of enclosed notification to
read: "Between the Ennore north
lock on the north and Adyar
South lock on the South, no boat
will be allowed to load or un-
load cargo &c &c."

5. No alteration in any other
part of the notification would be
necessary and no further expendi-
ture would be incurred.

No 284 BC
19.9.96

Forwarded to the Chief Engineer for Irrigation for favour of orders. The undersigned agrees with the Ex. Engr. B.C. that it is necessary to extend the limits of the Madras wharf in the manner proposed

H.C. Baddeley Major R.E.
Superintending Engr.
II Circle.

CHIEF ENGINEER FOR IRRIGATION
21 SEP 96
No. 105-BC

Public Works (1896) Department.

CURRENT No.

No 53 (W)
R 1078 C

Order

From Major H.C. Baddeley R.E.
Superintending Engr.
II Circle.

No. 291 BC

Dated / October 1896
Received 3-10-96.
Enclosures –
Spare copies

SUBJECT.

Gudavally and Vico-Eliballium Basins on the Buckingham Canal. Requesting sanction of Govt to declare — as Gundavally wharves

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
R	1298	D13	97

Letter from Captn J. Lalor officiating Executive Engineer, Buckingham Canal Div. to the Superintending Engineer, 2nd Circle, No. 1453, dated 19th September

—

During inspection of the canal yesterday, the Chief Engineer for Irrigation, noticing the brisk trade being carried on at the Isakapally basin, observed that it should be declared a wharf and desired me to make applic-ation for the same.

The Woolapallem basin is also doing a good trade in Railway plant and materials for construction and as a new basin is also being excavated at the expense of the canal for the Salt Department at mile 163. I have the honor to request you will be good enough to make application to Government that the Isakapally Basin at mile 127

furlong 6 and the Woollapollem Basin at mile 163 furlongs 2 be de-
-clared wharves temporarily.

The following establishment will be required for each wharf.

1 wharf clerk at Rs 15/.
2 peons at Rs 6/. each.

Total for 2 wharves Rs 54/ per mensem.

Sheds for office and establishment Rs 300/. each. Total Rs 600/. for sheds for both establishments.

291 BC

No —
1.10.96 Forwarded to the Chief Engineer for Irrigation for favor of the Sanction of the Government being obtained to declare Sea-
-Kavally Basin at 127m 6 furlongs and Woollapollem Basin at 163m 2fur. of the canal to be temporary wharves.

2 Proposition statement for the required establishment will be

(3)

submitted on receipt of the
orders, the cost will be Rs 54/
per mensem for both wharves.

L. L. Hickham
Executive Engineer
for Superintending Engr.
II circle.

CHIEF ENGINEER FOR IRRIGATION. 5 OCT. 96 No. 1074 B C

E. I. Form No. 13–2,000–8-8-96.

FORMER CASES.

No. 102 BC dated 6-8-86
" 86 BC " 1-9-86
" 74 BC " 12-8-86
BC " 70 II " 3-8-86

ISSUE No. 857 BC

Dated 1-10-1896.

Despd. 8 do 1896.

LATER CASES.

No. 38-II dated 30.10.1896
" 122 BC " 10.11.96
" 662 II " 24-11-96
~~" 1298 " 13-12-96~~

Sent to Government with No. I. of

189 .

Printed with G.O., No. dated

189 .

REMINDERS ISSUED.

No. 1, dated 189 .
" 2, " "
" 3, " "
" 4, " "
" 5, " "

KEEP-WITHS.

102 - BC/86.
186 BC/86
174 BC/86.
BC No 70 of 86.
Ranjit Rules -
Madras Act II of 1890.

ISSUE CASE.

1896. No 53(h)

Chief Engineer for Irrigation.

To

THE II Supg Engineer 2nd Circle

No. 857 BC dated 1st Oct 1896.

(Reply to letter No. dated 189 .)

Subject:— Collection of both licence fees and tolls for the same boat for the same period. Informs that the navigation rules now in force do not contain any express provision for the ~~and that~~ neglect to renew a licence or to evade payment of fees should be dealt with by prosecution.

ENCLOSURES.

Indexed 5/11/96

No 858 BC dt 1-10-96

Memo

With reference to letter No 283 B.C dated 19th Sept 96 from the Supt Engr II Circle the undersigned has the honour to inform him that the navigation rules now in force do not contain any express provision for the collection of both license fees and tolls for the same boat and for the same period and that neglect to renew a license or to evade payment of fees should be dealt with under sections 17, 18 & 19 of Madras act II of 1890 by prosecution. A Copy of the reply to the petition of the boatowners is forwarded herewith to the Supt Engr for information

1/10/96

E II Circle
-96

Public Works (1896) Department.

1821
1829

CURRENT No. 9229

No 53(9)

Order

From The Chief Engineer for Irrigation

No. 184-L

Dated 9. 10 — 96

Received 13.10.96

Enclosures 8

Spare copies

SUBJECT.

Note submitted for approval drafting proclamation & Revocation & Irrigation Rules

BACK PAPERS.

G.O.	No.	Department.	Date.
G.O.	1929	P.W.	21-2-96 ✓
"	6199	"	14-7-93 ✓
"	1812W	"	11-7-93 ✓
"	4029	"	23-7-90 ✓
"	1999	"	26-3-90 ✓
"	4649	"	2-8-87 ✓
"	4609	"	6-8-88 ✓
"	2619	"	21-3-83 ✓
"	562W	"	20-2-83 ✓
"	1990	Judl.	28-11-82 ✓
"	2745W	P.W.	29-11-80 ✓
"	2482W	"	28-10-80 ✓
Act	No II	of 1890	✓

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No 184. I dy 9th Octr 1896

Note by the Chief Engineer for Irrigation.

The Honourable the Advocate General has in reply to G.O NO:293.I. dated 26th March 1896 referring for his opinion the revised navigation rules, noted that the table of fees should appear in a separate notification under section 6 of the Canals and Ferry Act NO:II of 1890 and not in rules framed under section 16 of the Act. The table of fees as well as the licensing stations and wharves which are also fixed under section 6 of the Act have been incorporated in a separate notification accordingly.

2. In rule 6 (old NO:7) regarding license fees for two or more lines of navigation, the Honourable the Advocate General suggested that the words " two of the said canals or of all the canals " should be altered to " one or more of the said canals" but this alteration ~~is~~ not necessary as licenses for one line of navigation are dealt with in the previous rule.

3. With reference to rule 17 (old NO:16) regarding licenses for passenger boats, the necessity to say anything about the fares was questioned. The words referring to fares have been omitted both as regards first and second class licenses as they are not necessary.

4. Rule 29 (old NO:24) regulation of traffic at wharves. The necessity for this rule was questioned but it is retained as it is considered desirable that there should be no doubt as to canal officers being able to deal with minor offences at wharves in the manner laid down.

5. Rule 31 (old NO:28) Demurrage fees on vessels. The subject of demurrage fees being dealt with in section 6 of the Act, these fees it was suggested should find place in the notification and not in the rules under section 16 of the Act. The rule has been amended accordingly.

6.

6. Rule 36(old NO:33) Dimensions of rafts. As the license ought not to be issued for rafts exceeding the prescribed dimensions the omission of the following words was suggested "Rafts exceeding these dimensions shall be stopped until they are reduced and fresh license or licenses taken out on the new measurements under rule 19,the old license or licenses being cancelled!' But the owners of rafts may,after taking out licenses,increase the dimensions of their rafts. The words have however been omitted as rule 49 empowers a canal officer to inflict a fine for breach of any of the conditions of the raft license and the rule prohibiting rafts in excess of the dimensions prescribed is incorporated in the license. It was suggested that a provision should be made for prohibiting rafts going abreast or in continuous succession so that they may not evade the rule. This provision is not considered necessary.

7. Rule 38 (old NO:35) Passenger boats may carry cargo on certain conditions. Attention was called by the Advocate General to the want of provision for prohibiting vessels from carrying dangerous cargoes such as explosives and for distinguishing the vessels upon which cholera or some other infectious disease has broken out and for mooring such vessels. The use of red or yellow flags by day and coloured lights by night to distinguish such vessels was suggested . The addition of the word"dangerous"to this rule will empower a canal officer to take cognizance of vessels carrying dangerous cargoes. As the Act does not provide for the arrangements necessary when infectious diseases break out on vessels it is intended to issue the necessary orders departmentally and these need not be included in the rules framed under the Canals and Ferry Act.

8. Rule 40 (old No: 36) Lights. It has been questioned --- whether there is any reason for departing from the usual rules that all vessels in motion shall exhibit port and star board lights and that steamers shall exhibit in addition a white mast head light. It was suggested that steamers towing should, in addition to side lights, be required to exhibit two white lights in a vertical line one over the pther not less than 3 feet apart and that the vessels being towed should exhibit only the white lights but not the side lights. For the class of vessels now using the canals the lights prescribed under the existing rules are considered sufficient. The alter--ations suggested have not therefore been carried out.

9. Rule 41 (old No: 37) Speed of steamers. It was suggested that every steam vessel should be furnished with an efficient steam whistle. The requisite addition has been made to rule 45 which deals with inspection of steamers.

10. Rule 43 (old No: 39) Sails when to be lowered. The necessity for a provision for the passing of vessels which are being towed was pionted out. It was suggested that the tow--line of one of two vessels going in opposite directions should be lowered;so should the line of a cargo boat when meeting a passenger boat. As rule 42 provides for all cases no further provision is necessary.

11. Rule 49 (old No:48) Punishment of owners of rafts. A question was raised as to what are the offences referred to in this rule. The Advocate-General proposes to omit this rule as section 17 of the Act provides for the punishment of all who break any rule under the Act. The offences referred to are the breaches of the conditions entered on the licenses. The punishment under section 17 of the Act can be inflicted only on prosecution before a magistrate, but it is considered desirable that canal officers should have the power to deal with minor offences. With regard to boats minor offences can be dealt with by suspension of licenses under rule 47; with regard to rafts however, a special rule seems necessary as on arrival at its destination in the ordinary course the raft is broken up and removed. Government can authorize a canal officer to in--flict a fine instead of suspension of license under sections 7 and 16(1) of the Act.

12.

12. On forms A and D provision has now been made for entering the cause and duration of suspension.

13. The rules on forms A, C and D should be printed on both the original and counterfoil.

14. All other alterations suggested by the Honourable the Advocate-General have been carried out in the accompanying proof copy of the rules.

15. It has also come to notice that the propposed rates of fees for six weeks licenses for the Godaveri, Kistna and Buckingham canals are proportionately less than the rates proposed for annual licenses. It would thus pay a boat owner to take out six weeks licenses in preference to an annual license. The rates for six weeks licenses for "all canals" have therefore been increased as shown below:-

	Originally proposed. Rs. As. P.	As now altered. Rs. As. P.
Steamers.... ...	2- 0- 0	3- 0- 0
Cargo boats... ...	1- 0- 0	1- 8- 0
Passenger boats, 1st class	1- 8- 0	2- 0- 0
Passenger boats, 2nd class	1- 0- 0	1- 8- 0

W. Hughes.

Chief Engineer for Irrigation.

To

The Joint Secretary to Government,

Public Works Department, Irrigation Branch.

Public Works (1896) Department.

No: 5317

CURRENT No.

R38-II/96

Order El.

The case may be submitted to the advocate Genl although I have little doubt as to what his answer will be — Except in the case of rajah canal officers are not empowered to impose a fine for any offence and the is practically what the L.C. advocates — If this is desired as being a less troublesome way of dealing with such cases I think a new rule will have to be added to the Inland Navigation rules

10/11/96

The new navigation rules should be enforced as having in this case obtained a fact that a resident in a Province is liable if a Native ticket or a Native toll ticket is fact, obliged to pay, till he has a ticket or pass, and not refused until he has a ticket or pass, and not refused

11/11

D.E.I.

If the fresh license applied for covers the whole year from 1st April it is not clear why the boat owner should be asked to pay for both an annual license as well as a six weeks license. Those who habitually make use of the canals for navigation without a license to evade payment of Govt revenue may be prosecuted so that others may not do

From

Major W. L. C. Baddeley R.E.
Supdg Engr 2nd Circle

No. 373 El

Dated 30 October 1896

Received 2-11-96

Enclosures —

Spare copies

SUBJECT.

Navigating a Canal without a license or toll ticket — Requests orders regarding a case of —

papers

2-11-96

2/11

BACK PAPERS.

G.O.	No.	Department.	Date.
86 B.C.	1.1096		
I	85. H.C		1.10.96
R	104. H.C		19.9.96

FURTHER PAPERS.

~~Issue~~ G.O. or Receipt	No.	~~Department.~~	Date.
Issue	480	H	16.11.96
R	122. H.C		10.11.96
R	662	M	24-11-96
R	129	Sd	13 6 97

No. 373 El

Supg: Engineer's Office
Egmore,
2nd Circle
30 October 1896.

From

Major W.L.C. Baddeley R.E.
Supg: Engineer
2nd Circle.

To

The Chief Engineer,
for Irrigation
Madras.

Sir,

In reference to your No. 86 B.C. dy 1st October 1896 I have the honour to forward the following case for orders.

2. A boat owner comes to Madras on the 12th May 1896 and asks for a fresh license.

3. He admits that he has navigated the Canals without license or toll ticket from the 1st April 96.

4. According to Custom and in my opinion in accordance with the Navigation rules, he is made to take out a toll ticket for the six weeks he has used the Canals without a license.

5.

5. But according to yours order quoted above this is illegal.
6. I beg, therefore to enquire whether I am to prosecute all such cases in future. In my opinion this procedure will cause much trouble and will lead to evasion of the rules with consequent loss of revenue to Government.
7. The rules distinctly say that a boat is not to ply on the Canals without a toll ticket or license and I would suggest a reconsideration of your orders, for if you support the custom of making a boat owner take out a toll ticket whenever he has failed to take out a license within the six weeks grace allowed; the expense and trouble of prosecutions will be avoided and the boat owners will take care not to exceed the time within which they are bound to take out a license.

I have the honour to be,
Sir
Your most obt. Servant,
G. Mc. Alus
3/10
Asstt. Engineer
for Supdg Engr Buckm Canl

CHIEF ENGINEER FOR IRRIGATION
2 NOV. 96
No. 381

No 11 94 Bc
Ll. 11. 3-11-96

With reft to Ll. 11 No. 284 Bc. the bl's. 19.9.96.
has the honour to say that ~~on the~~ ~~notifications~~ as revised navigation rules are about to be brought into force ~~if any notification~~ it would not be advisable to issue any notification at present which would not tally with these new rules —

2 The Executive Engineer's ~~letter~~ proposal is to extend the limit of the notifications sanctioned in Ll. No. 506 I dated 16th Augt. 1887 and to say all that is necessary is to alter para 2 of the ~~notification~~ — but this does not ~~seem~~ to me necessary notification ~~should~~ agree with the new rules which on the recommendations of the committee appointed to consider the rules in 1894 —

which was framed before the Canal & Rivers act was passed

The undermentioned portions of the Buckingham Canal situated within the limits of the town of Madras are hereby declared to be whereas within

3 The notification of 1887 first of all declares certain places (may usefully avoid the

steamers within the meaning of para 17 of the navigation rules which have rules regarding that when a steamer has been declared to which be prohibited loading or discharging cargo except at the wharf — The second para of this notification then puts an interpretation on this clause and says that boats shall not load or unload except at the wharves declared between Kalayaneuppum lock and the adyar river at the lock —

Subsequent to this notification of 1887, rules for the regulation of traffic at wharves on the Buckingham Canal & special rules for Madras were sanctioned in G.O. No. 632 I dated 17th July 1893 — The second rule in both these cases lays down that no boat may load or unload within one mile on either side of a wharf without special permission the interpretation being that beyond a distance of one mile from the Madras wharf loading or unloading comes into

place without any special permission and contrary to the notification of 1887 —

In referring the proceedings of the committee appointed to consider the revised rules the L.E. in his No. 472 of 22/11/94 dated 22/11/94 referred to the proposed rule embodying the regulation of the mile limit — "It will be observed that this rule does not prohibit loading or unloading at places outside wharf limit" that is outside the one mile subject however to the conditions of a proposed rule 48 which empowers Canal officers to prohibit loading or unloading on canals or channels at any places."

It has been considered that this proposed rule 48 is not advisable and the consequence is that the draft rules now before Govt. only provide for the prohibition to loading or unloading within one mile on either side of a wharf without exception

It is to be noted that the first part of the new notification now before Govt. says down that the rules will be "in supercession of the existing rules" The proposal that the Govt. of B canal here now made & that is supported by the L.S. & M. is practically to declare the whole of the Limits of Adyar Backwaters and the Street of Canal between them to be a wharf and to bring the proposal within the rules as drafted & enter the list of wharfes at the end of the notification requires revision or a special rules to meet the case must be made & presented with 27 redrafted.

Means Boat Basin
Means Elephant Gate
Means Venkiah's Wharf
Pasanchavady —

The list of wharves to be declared under the new rules which has been drafted on the Statements received with S.S. & M.s No. 283 Pol. 4.5.84 and 473 Pol. 23.5.84 only includes the marginally noted four places within the limits Limits of Adyar and Cleary there are places even within Madras closely outside the side limit.

The notification of 1887 includes 6 places Madras and includes the general prohibition of loading & unloading between Thalyankuppam & Adyar River bank, but the special Madras wharf rules, published in G.O. No. 632 L & M. July 1893 only prohibit loading or unloading within a mile of either side of a wharf — To enable the proposal now submitted by the Corporation the L.S. is requested to report

which of the two
practices is now being
followed and calling
the attention
as well as the facts
how brought to notice
to submit a proposal
for redrafting
para 3 of the proposed
notification declaring
the classes of which
& charges & demurrage
fees shall be levied
& copies of this para
of proposed rule
27 are forwarded herewith
for information —

W.H.
3/11

Public Works (1896) Department.

In 53 (6)

CURRENT No.

Lie on file resp. to the Spec
letter & the for. Sheets K 480 14/11/96
is received. K 12218

BR
17-11-96

From Major A.L. Bassevi[illegible]
Supdg. Engr.
2nd Circle

18/11

No. 341 BC

Dated 10 November 1896

Received 12-11-96

Enclosures

Spare copies

SUBJECT.

Tolls and Licensefees
Forwards rules in force
in the B.C.S.E. regarding
and requests sanction
for their continuance

D.E.I. Under the revised rules
there will be no tolls - but vessels
are subject to fees for the declaration
legality of collecting both or either
annual license fees for the same
for the same period without an exp

Order

E.I.

The question should be referred
to the Advocate General. If the
present practice is not legal
I consider it should be
made to and proposals what
effect will be [illegible]

16/11

If the question which
came up in another file
is to be sent before the
Advocate Genl. we may await
his decision as to whether
the proposal is legal -
If it is, not, it then
remains to be decided whether
the rules should be altered
so as to bring the proposal
within the law or not -
It is further to be noticed
that the arguments used
against prosecution apply
equally to all persons
against the rules - If the
argument are sound
it would appear that
Canal Officers should be
given distinct punitive
powers

12/11

provision in the act may be
questioned.

BR
12.11.96

14/11

BACK PAPERS.

~~G.O.~~ Receipt	No.	Department.	Date.
R	38	II	2-11-96
R	104	R.C.	19.9.96
I	85	R.C	1.10.96

FURTHER PAPERS.

G.O.	No.	Department.	Date.
R	662	Do	24-11-96

Buckingham Canal.

Memo regarding procedure adopt-
-ed by this office in collection of
toll and license fees

Boats may navigate the
canal on license or toll tickets
vide paras 1, 2 & 15 of the Navigation
Rules. It will be seen from these
paras that Toll tickets are used in
lieu of license tickets and that
license tickets give a title to use
of canal only from date of issue
and have no retrospective effect.
There is no mention of a refund
of tolls paid prior to issue of
license ~~of~~ ticket, nor is there
any mention of a remission of
license fee for fractions of a year.
It is a permissible inference, there-
-fore, that the intention of the
rules is that boatowners must
pay

pay tolls up to the date they obtain licenses in addition to the full license fee, so that if they delay taking out licenses, they have to pay more for the use of the Canal for one year than those who are more prompt in applying for licenses. There is nothing unreasonable or unusual in this. A Subscriber to a newspaper who remits his Subscription in arrears, pays more than one who subscribes in advance.

2. In this connection it may be mentioned that when persons are found travelling on the Railway without a ticket or in a class higher than what they paid for, they are not prosecuted as a rule, but are called upon to pay the fare or excess fare as the case may be plus a fine. This saves trouble and brings more Revenue to the Railway

3. Prosecutions mean trouble, time and vexatious delays and to this Department has adopted the less troublesome course (though more lenient) of enforcing navigation rules 1, 2 and 15 as interpreted above. The Buckingham canal extends from Madras, 195 miles north and 65 miles South. Prosecutions would have to be made before a magistrate in whose Jurisdiction the offence was Committed, viz, in any mile of the 260 miles. There is no establishment to undertake these prosecutions nor would it be of any benifit to the Canal as the fines inflicted by the magistrate would not be credited to the canal where as by levying tolls under Rules 1, 2 and 15 as by levying tolls under Rules from vessels not holding a license, the Revenue receipts of the canal are enhanced.

No. 1782
2-11-96

Forwarded to the Engineer

Engineer, 2nd Circle, for approval with reference to memo from the Chief Engineer for Irrigation to the Superintending Engineer, 2nd Circle, dated 1st October, 1896, No. 11 85 BC dated and in Continuation of this office No. 1515 of 26 September 1896.

CHIEF ENGINEER FOR IRRIGATION. 1-[illegible]-96 No. 1222 BC

Sd/ J Lalor Carter
Offg: Ex: Engineer,
Buckingham Canal
2-11-96

No. 341 BC / 10.11.96

Forwarded to the Chief Engineer for Irrigation in Continuation of this Office No. 373 GL / 30-10-96 vide R 388 D/96 in the linked file with a strong recommendation that the procedure hitherto in force in the Buckingham Canal Division may be allowed to continue.

W Baddeley Major R.E.,
Superintending Engr.,
II Circle.

	Name of Wharf	Limits	Mileage of Canal			Remarks
				Mile.	Fur:	Jut
1	Elephant Gate Wharf	Railway Iron Bridge to Elephant Gate Bridge	From	0	6	421
			to	0	7	92
2	Salt Cotah Wharf to include Trevelyan's Basin	Elephant Gate Bridge to Basin Bridge	From	0	7	114
			to	1	5	360
3	Madras Basin & its wharf	Basin Bridge to Railway from Bridge	From	1	5	387
			to	2	1	32
4	Chintadrupetta wharf	Chintadrupetta Bridge to 2 Fur: West of Bridge	Portion of river Cooum.			
5	Barlow's Bridge wharf	North of Barlow's Bridge	From	3	0	528
			to	3	1	198
6	Mylapore Basin and wharf	East of Mylapore Bridge	From	3	5	468
			to	3	5	639

2. Between the Shadayancuppam lock on the north and the Adyar lock on the South, no boat will be allowed to load or unload cargo, or to embark or disembark passengers except at the places above specified. The limits of each wharf will be clearly defined by a notice board set up thereon.

3. The wharfage fees leviable under the Navigation Rules will be collected at the Madras Basin for boats coming from or going to the north; and at the Adyar South lock for boats coming from or going to the South.

(Sd) H R Mead. Coll RE
Joint Secretary to Govt
P W D I Branch

E. I. Form No. 13--2,000--8-8-96.

ISSUE CASE.

N933(C).

1896.

Chief Engineer for Irrigation.

To

THE Govt Solicitor Madras

No. 480 M dated 16 11 1896.

(Reply to letter No. 3326 dated 30-10-1896.)

Subject:— Tolls and Licence fees

Requesting the Advocate Genls opinion on the point whether — can legally be levied on the same boat for the same period.

ENCLOSURES. 3

FORMER CASES.

R No. 35-4 dated 30-10-96

I ,, 85 ,,

,, ,,

ISSUE No. 480 M

Dated 16 } 11 1896.

Despd. 18 }

LATER CASES.

R No. 662 M dated 24-11-1896.

,, ,, ,,

,, ,, ,,

Sent to Government with No. I. of

189 .

Printed with G.O., No. dated

189 .

REMINDERS ISSUED.

No. 1, dated 189 .

,, 2, ,, ,,

,, 3, ,, ,,

,, 4, ,, ,,

,, 5, ,, ,,

KEEP-WITHS.

Govt's note of 11/11/86 etc

Govt's note of 18/11 to Sd. with

Chentsal of 18/11

Ch.

When reply is received, put the note into file R 122 B 6/90 which needs disposal.

Sd 18/11/96

Attended to May 1-97

~~Regd & take out~~
~~a licence~~

To W 480 M
The Govt: Solicitor
Madras.

Sir,

When any person allows his vessel to ply on any of the navigable canals brought under Act II of 1890 without taking out a licence or tolls ticket it is usual to make him pay in addition to licence fees tolls for the number of six weeks periods from beginning of the official year to the date of payment of the licence fees. Either in the existing navigation rules or in the proposed there is no express provision laying down that the owner is liable to pay tolls in addition to licence fees but rule 1 of the existing + rule

rule 9 of the proposed navigation rules say that a licensee shall be in force from the date of issue to 31st March following. In the proposed rules six weeks licenses are substituted for toll tickets - Rule 33 of the existing and 46 of the proposed rules require the stoppage of a vessel and the production of a license when asked by a canal officer to do so. I have the honour to request that you will be so good as to ascertain and let me know the opinion of the Honourable the Advocate General whether the custom of charging tolls in addition to license fees is legal under the existing rules or those proposed

Sir

In forwarding herewith a copy of letter No. 373 30-10-96 from the S. E. II Circle

2. The order referred to in para 5 of the S.E.'s letter was to the effect that the Collector of toll-fees and licence fees for one & the same period was not expressly authorised and that regard to renew a licence on grant payment of licence fees should be dealt with under section 17, 18 & 19 of Madras Act II of 1890 by prosecution —

It will be seen that the L.E. believes that this procedure would lead to evasion of the rules & loss to Govt. It has also been brought to notice that in the case of municipalities it is customary to levy toll fees in cases where licences have not been taken out, and to make no deduction on account of toll fees paid when annual licences are subsequently taken out covering the period during which the toll fees were paid.

BH 14-11-96

and if not whether a rule can be made under the act to render the custom legal.

23 Copies of the existing and proposed rules Canal are forwarded herewith for reference & return.

JH 16/11/96

WH 16/11

No. 603.

Madras 24th November 1896.

From,

Ernest Barclay,

Government Solicitor,

Madras.

To,

The Chief Engineer for Irrigation,

Madras.

Sir,

As requested in your letter of 16th instant No 480 M I have obtained the Advocate General's opinion on the question raised therein and now enclose copy of such opinion.

2. I also return the copies of the existing and proposed canal rules which accompanied your letter under reply.

I have the honor to be

Sir

Your Obedient Servant

Ernest Barclay

Government Solicitor.

CHIEF ENGINEER
FOR IRRIGATION.
12 NOV. 96
No. 662 M.

No 53(4)

OPINION.

1. According to existing rule 1, the owner of a vessel must either take out a license or pay the tolls leviable. The license extends from the "date of issue to 31st March following". (Rule 2)

2. When a license expires, the vessel for which it was obtained is one "not holding a license" within the meaning of Rule 15, and the owner must, therefore, pay the tolls prescribed, if he employ his vessel on the canals, and so long as he does so without a license. Such payment cannot be deducted from the license fee when the license is applied for. The case is similar to Municipal Licenses and Tolls on carriages and horses. The possession of a license exempts an owner from payment of tolls: if he neglect to take out a license, and is compelled to pay tolls he cannot claim a deduction on that account when he pays for the license. I do not think that it is correct to speak of the levy of tolls under such circumstances as a custom of charging tolls in addition to license fees". The two classes of charges are distinct. If the tolls are farmed, the person entitled thereto is not the person to whom the license fee is payable.

3. In the proposed Rules no reference is made to tolls. Under these Rules the owner of a vessel must obtain a license or certificate of registration as the case may be. Neglect to do so is a contravention of Section 5, and is therefore punishable under Section 18 of the Act. I confess I do not understand how a prosecution under that Section "will lead to evasion of the rules with consequent loss of revenue to Government". Though a person may be liable to prosecution for navi-gating a canal without a license or a certificate it does not necessarily follow that he should be prosecuted. In all such cases

those who are empowered to act under the Rules must be guided by a little common-sense.

4. Under the proposed Rules no payment on account of tolls can be deducted from the fees payable when a license is obtained.

J.H. Spring Branson
Advocate General

Madras
23rd November 1896

(True Copy)
Ernest Bardan
Government Solicitor

CHIEF ENGINEER
FOR IRRIGATION.
2 JAN. 96
No. 662

Public Works (1897) Department.

CURRENT No. 1 B.C.

No 53(a)

Order

From

Major W. L. C. Paddelay R.E.
Subg. Engineer
2nd Circle.

No. 405 BC

Dated 19 December 1896

Received 5-1-97

Enclosures 1

Spare copies

SUBJECT.

Navigation Rules.
Suggesting alterations
&c in Mir—.

BR
5-1-97

BACK PAPERS.

G.O.	No.	Department.	Date.
994	B.C dy 3-11-96.		

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Subg. Engineer's Office
2nd Circle Beswada.
19 December 96.

No 405 BC

Recd 2-1-97

From,

Major W. L. C. Baddeley R.E.
Superintending Engineer
2nd Circle.

To

The Chief Engineer
For Irrigation
Madras.

Sir.

In reference to your No.
Encl 1. II/94 B.C. of the 3rd November 1896, I have the honour to forward a copy of letter No. 2042 of 5th December 1896 from the Executive Engineer Buckingham Canal Dn., explaining the present practice in collecting fees on the Canal within the limits of the town of Madras.

2. Captain Lalor also makes certain proposals with the object of increasing the revenue from the Buckingham Canal with which I should have agreed had I not ascertained that the Rules drawn up by the Committee have been altered so as to practically destroy all through traffic on the Canals of the East Coast

Coast. This policy I believe, ble
based on the assumption that while
the local traffic will flourish, the
through traffic will be forced on
to the Railways. In my opinion, the
result of the new scale of fees will
be altogether unsatisfactory, both for
the Canals and for the Railways.

3. Turning now to the points which
require consideration on the draft
rules, I would suggest that as "tolls"
will be abolished there should be a
rule empowering Canal Officers to
make a boat owner take out a six
weeks' license for every period of six
weeks during which his boat has
used the Canals without a license.
For example if the rules come into force
from 1st April and a boat owner
fails to apply for a license within
six weeks from that date, he should
be made to pay for such license
in addition to the yearly license which
he may ask for when the period of
six weeks has elapsed. Without
some such rule, many boat owners
will not apply for a license until
late in the year and there will be
numerous attempts to navigate the
Canals without a license.

4.

4. The Government Solicitor has,
I understand, agreed that the
present practice of charging a six
weeks toll in addition to the yearly
license fee is legal, in the circumstances
explained above and there can be
no difficulty in arranging for the
same protection of Government interests,
although the place of a six weeks
toll has been taken by a license for
the same period.

5. As regards wharves, I would
recommend that rule 27 should remain
as drafted.

The list of wharves should be
amended as follows

Buckingham Canal.

Seetanagaram
Chebrole
Sankaravaram
Nandivelugu
Jenali
Tsandole
Vellatur
Peddagorgam
Romperu
Kottapalam
Mypad
Muthukur
Madras Boat
Basin
Elephant Gate
Trenelyan
Chintadripett
Barker's bridge
Mylapore
Papanchavady.

additional

attend

This

This will be in keeping with the principle that outside the limit of one mile above and below a wharf boats may be loaded or unloaded subject to the restrictions of the last sentence of rule 27.

6. An establishment of a clerk on Rs 15/- and two peons on Rs 6/- will be required at all wharves within Madras town limits.

7. In the definition of the lines of navigation I would substitute the English meaning of the word Vasista or define the branch reserved to by its geographical position.

8. It is not quite clear to me how the fees on rafts are to be levied when they travel on more than one line of Navigation, presumably they may use more than one line of Navigation provided the licensee is renewed every six weeks.

I have the honour to be,
Sir
Your most obdt Servt:
L. L. Buckham
Exec: Engineer
for Supdg Engr: II Circle.

Copy to

CHIEF ENGINEER FOR IRRIGATION. JAN 97 No. 18C

Letter from Captain J Lalor, Offg: Executive Engineer, Buckingham Canal Divn, to the Supdg: Engineer Second Circle, dy 5th December 1896, No: 2042.

As instructed in your endorsement No: 362 B.C. dy 17th November 1896 on memorandum by Chief Engineer No: II/94 B.C. dy 5th November 1896 I have the honour to report that the practice now followed in collecting wharfage fees on the Buckingham Canal is that sanctioned in notification of 1887 i.e. wharfage and overstay fees are collected at the Adyar South lock for boats coming from or going to the South and at the Madras Basin, wharfage and overstay fees (together with demurrage charges for all boats) for boats coming from or going to the North. The above rule being simple and well understood was continued and no change made when the special rules for the regulation of traffic at the Madras wharf sanctioned July 14th, 1893, G.O. No. 632 were introduced.

2. To declare the whole of the places named in the Notification of

of 1887 to be charged with the one mile limit mentioned in para 2 of the wharf rules of 1893 would require extra establishment to be maintained at

1. Chintadripett.
2. Barbers bridge.
3. Mylapore Basin for levying fees.

The establishment now at the Madras boat basin and Adyar South lock is quite sufficient to do the work of levying and collection of fees and it will be sufficient if Rule 3 of the proposed notification ran as follows:-

\+ + +

The Buckingham Canal.

Romperu lock
Kottapatam
Mypand
Muthukuru
Madras extending from Ennore North lock on the North and Adyar South lock on the South (embracing Madras boat basin, Elephant Gate, Irwelyan Basin, Chintadripett wharf, Barbers bridge and Mylapore basin).

Pappanchavady.

3. Romperu lock has been declared a permanent wharf in G.O. No 309 I dy 1st April 1896 and should be entered in the revised rules. The Madras wharf will now (as modified) include the Ennore and Adyar back waters and stretch of Canal between them, this is necessary as boats loading or unloading at any point in Madras between Ennore North lock on the North and Adyar South lock on the South will pay wharfage fees just as they do now between Chandayan Kuppam lock on the North and the Adyar North lock on the South.

4. Para 27 can stand as it is. The Madras wharf limit being defined as given above the rule can be brought into force at Madras if required at any time in the future. The one mile limit rule is in force at Romperu lock, Kottapatam, Mypand, Muthukuru and Pappanchavady and works well.

5. As regards the one mile limit for loading or unloading at wharves the rule does not prohibit loading or unloading at places outside wharf limits that is outside the one mile. For, if boats were prohibited loading or unloading except

except at authorised wharves "the traffic in firewood, grain, and other produce would be absolutely killed since it is idle to suppose that such goods could stand the cost of transport by road to the nearest wharf instead of being loaded or unloaded wherever wanted as they are of course allowed to do. Both the navigation and the wharf rules give discretion to the Executive Engineer to forbid loading or unloading except at wharves but the powers was conferred in order to check abuses and not to hamper legitimate traffic"

/True Copy/

Thos: Upshon Manager.
for Supg Engr: H Cecil.

EF ENGIN
OR IRRIGATION
No. 1B.5

NOTES.

Note for C. E. (S.)

No 53(0)

In reference to paras 5 & 6 of the Note by the Chief Engineer, I observe that the principal object of raising the canal-dues is to prevent the canals from competing with the Railway or rather - as the Consulting Engineer for Railways puts it - to ensure that each class of carriage may get a fair share of the transport trade.

It will probably be admitted that it is for the good of the country generally that two lines of communication should be maintained and not that the whole of the carriage trade should be in the hands of the Railway - The business of the G. I. Railway however, which must be an assumed asset of very large traffic which he regards as properly belonging to the E. I. Ry is diverted to the Canals as Regards for transport to Coconada - and he does truly enough that this is not fair competition so long as the boats fail to pay the full cost of keeping the Canals in a navigable condition.

That the full cost of maintaining the Canals for navigation is not

paid per by the dues levied is admitted - and until this cost is so defrayed the Corporation is unpaid - It does not however, appear from the papers that this point has been duly considered - By all means raise the fees & increase tolls & economy & economize expenses - but then bear the boats & Cargoes with the Railway of their case -

By far the simplest way of getting in the boat - revenue is by levying fees on licences - & multiples of the boat fee might be charged on boats for through traffic - This removes an obvious objection to tolls - especially if tolls levied on a graduated scale of tonnage -

L.G. 15/V.

E.1. Navigation Rules

It appears to be the practice on the Buckingham Canal when a boat owner does not renew his licence within 42 days of the new year to levy a toll fee for the 42 days ~~[illegible]~~ or part of subsequent 42 days in addition to the license fee - This practice appears to have originated ~~in~~ in 1884 & its object is to make boat owners renew their licenses within a reasonable time - Certain boat owners have petitioned against this representing that it takes a long time to get their boats & madras for a renewal of their licenses The L.S. II supports the petition on the ground that ~~[illegible]~~ it is prohibited by the navigation rules - that the legal force of these rules both in this case * in others * which have come to notice do not allow & to be properly understood by Executive Officers -

The rules do not contain any provision authorizing the collection of license fees and toll fees for the same boat for the same period - The

* In a case in the Krishna Western Dist. with reference to loading & unloading at mandals the Ex. Engr. & the S.E. seemed to be at a loss as to how to enforce the rule -

Rules have been
declared in G.O. No 1110 I dated 9-2-96
to be rules made
under Section 16 of Madras
act II of 1890 and
will ~~the exception of~~
~~power to suspend~~
~~[illegible]~~
~~under [illegible]~~
~~of the enforcement of~~
~~the rules framed by~~
~~Dept of Fisheries~~
~~[illegible]~~
the exception of certain
minor offences that can
be dealt with by the
Executive Officers by
Suspension of licenses
all non compliance
with the rules should
be dealt with by
prosecution before a
Magistrate —
In the present case
the petitioners may be
informed that it is
not necessary for their
boats to proceed to
Madras to renew
their licences, but that
these can be renewed
under rule 1 by sending
their old licenses by
post to the Govt Madras
together with a remittance
by postal money
order — Their attention
might be called to
Section 18 of Madras
act II of 1890 under
which a boat owner
is liable to a fine
not exceeding Rs 500
for navigating the
canal without a licence
The Govt might be
informed that the rules
do not contain any
express provision for
the collection of both
licence & toll fees
for the same boat &
for the same period
& that refusal to
renew a licence on
account of evasion of
fees should be
dealt with under
Sections 17, 18 & 19
of Madras act II of
1890 by prosecution
& a copy of endorsement
of petitioners might be
sent to him —

Pl.

The navigation rules
have lately been carefully
revised & submitted to
the advocate General
& will be finally disposed
of by Govt shortly & when
these are issued
instructions of Executive
Officers may be
given as to enforcement.
If necessary no doubt
arrangements could be made
by Govt for the police to
prosecute — until the legal
force of the rules is understood.
At present probably the rules
are constantly contravened with impunity.

Revd
28/9
96

Navigation Rules

/Sec.

Mr Blue.

Mr Rose.

Memo for orders.

A draft order directing the publication of
(1) draft canal rules
(2) notification regarding fees and charges proposed under act of 1890 was passed by H. E. & Hon members in October last —
with his order No 284 B.C. dated 19th September
the Sup.t Surv.r & Cmdr forwarded for order a proposal of the Buckingham Canal Expdn to alter the limits of the Marcus Island and also in his No 291 B.C. of 1st Oct submitted a proposal to declare Islands & coral atolls basins channels under the existing rules —
It became clear that the list of channels in the draft notification required revision, in so much as the list did not agree either with the limits of existing channels or with

Flag A

Flag B

Appd.
A.H.
4.2.97

W.S.
6/2/97

JG
12/2/97

To D.I
The additional channels are now shown in pencil in the draft proof notification

The draft shows now the proclaimed
12.2.97

Keep with
R.W. 104 Beg & E 96.

those proposed by
the Supt Engineer
and as it was feared
that confusion would
arise if the notification
were published as it stood
a reference was made
to the Supt Engineer
on the subject —

He Supt Engr has now
replied to the reference
in his No 405 Bc dated 19th
December — he does not
support the proposal to
the Exec: Engineer to
include in Madras
wharf limits the whole
Canal between Ennore
and the adyar in view
of the proposed increase
in licence fees, but
would add three additional
wharves to those already
in the draft notification
viz. Chintadripet Bridge
Buckingham Bridge & Mylapore
The entry of "Pedda gayam"
as well as "Romfort lock"
in the Supt Engineers
letter is supposed to be a
clerical error as the
Romfort lock is close
to Pedda gayam the
~~Romfort lock~~ Pedda Gayam
was the name at first proposed
to be given to the wharf
at this place but this
was subsequently changed
to "Romfort lock" —

It is proposed to
add to the list of
wharves in the draft
notification the three
wharves now proposed
as well as the localities
& Woolapadeum basins
proposed by the Exec. Engr
in his No 291 Bc of
1st Oct last —

It is proposed to
deal with the other
matters referred to by
the Supt Engr in his
letter together with
any objections which
may be raised by the
public which are
to be considered within
three months from the
date of the notification

J.H. 18/1/97.

W.H. 23.1.97.

is Excellency the Governor.

nourable Mr:Bliss C.I.E.

ourable Mr:Grose C.I.E.

PUBLIC [illegible] DEPT.

IRRIGATION BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again:-

~~Under date the~~

roceedings of the Madras Govt: NO:293.I.dated 26th March 1896.

READ the following

From the Government Solicitor, Madras (H.E.NO:217, dated 27th April 1896)

---------- DO -------- DO ---------- (H.E.NO:354, dated 29th July 1896)

Draft notification under Section 6 of Madras Act II of 1890.

------- DO---------- DO ------- 16 -------- DO ---------- (Draft revised navigation rules)

Note by the Chief Engr:for Irrigation (H.E.NO: /84 .I.dated 9th Octr/96)

The foregoing draft notifi-cation and revised navigation rules proposed under Act II of 1890 are approved and will be pub-lished in three issues of the Fort Saint George and District Gazettes.

To

The Chief Engr:for Irrigation.

" Supg:Engineers of circles.

" Examiner, Public Works Accounts.

" Advocate General, Madras.

" Revenue Department.

" Judicial Department.

" Legislative Department.

" Superintendent, Gazette Press.

" Chief Engr: for Rep

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NANT FOR DESPATCH

in full.
to be copied.
y abstract only.
y heading only.

E. I. Form No 1—1,000—27-11-96.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Memorandum on the different methods of ascertaining the discharges of rivers, canals, &c.—Letter from the Government of Bengal stating that the officer in charge of the Secretariat Book Depôt has been instructed to forward to this Government by value payable post three copies of the — by Mr. C. W. Odling, recorded.	26th Feb. 1897, No. 201 I.	.....
Funds.—Proceedings, Local and Municipal Department, requesting the Accountant-General to place, at the disposal of the Public Works Department, a sum of Rs. 225 as contribution made by the Gódávari District Board towards the construction of a second-class iron ballacut to cross the Gostanadi drain, with the Examiner's office-note regarding the account head to which the expenditure should be charged, communicated to Superintending Engineer, I Circle, with remark.	26th do. do. No. 202 I.	.....
Canal Revenue report of Bengal.—Letter from the Irrigation Department, Bengal, forwarding copies of the — for 1895–96, communicated to the Chief Engineer for Irrigation and the Examiner of Public Works Accounts.	26th do. do. No. 203 I.	.....
Photographic views of the Kistna river.—Sanctioning the expenditure of Rs. 35–2–0 incurred on some — when in full floods, taken in August last.	26th do. do. No. 204 I.	.....
Correction.—Ordered that certain — in the notification approved in G.O., No. 991 I., dated 17th November 1893, for the acquisition of land for diversion of Vasista left bank at Rámachandrapuram section, Gódávari district, be made and notified in the *Fort St. George Gazette*.	26th do. do. No. 205 I.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Land.—Notification for the acquisition of — required for the Kanigiri reservoir, Sangam project, Nellore district, ordered to be published in the *Fort St. George Gazette.*	10th Feb. 1897, No. 129 I.	.....
Land.—Notification for the acquisition of — required for the Kanigiri reservoir, Sangam anicut project, ordered to be published in the *Fort St. George Gazette.*	10th do. do. No. 130 I.	.....
Bridge.—Proceedings, Local and Municipal Department, directing the removal, without delay, of the superstructure of the lattice — over the Buckingham canal near Papanchavadi, communicated to Superintending Engineer, II Circle, for attention.	10th do. do. No. 137 I.	.....
Water-rate.—Proceedings, Local and Municipal Department, recording letter from the Chairman, Municipal Council, Berhampur, stating that the — of Rs. 250 due to the Rushikulya project for 1895–96 has been paid into the local Government Sub-treasury, recorded.	11th do. do. No. 139 I.	.....
Land.—Directing the General Duty Deputy Collector, Ellore Division, to procure the temporary occupation and use of certain — required for putting ring bunds to the Bank canal at Mukkamala, Gódávari district.	13th do. do. No. 152 I.	.....
Land.—Directing the General Duty Deputy Collector, Ellore Division, to procure the temporary occupation and use of certain — required for the diversion of the Vasista right bank at Mukkamala, Gódávari district.	13th do. do. No. 153 I.	.....
Corrections.—Certain — in notification approved in G.O., No. 660 I., dated 10th August 1896 for the acquisition of land for repairing Bondakodu drain in Gódávari district, ordered to be made and the errata published in the *Fort St. George Gazette.*	15th do. do. No. 160 I.	10th Aug. 1896, No. 660 I.
Land.—Notification for the acquisition of — required for the proposed Atchanta minor branch from 5 miles 7 furlongs of Atchanta channel, Bank canal, Gódávari district, ordered to be published in the *Fort St. George Gazette.*	15th do. do. No. 161 I.	.....
Land.—Notifications for the acquisition of — required for distributaries under Periyár 4th branch channel, Madura district, ordered to be published in the *Fort St. George Gazette.*	19th do. do. No. 174 I.	.....
Land.—Notification for the acquisition of — required for the Periyár 12th branch channel, Madura district, ordered to be published in the *Fort St. George Gazette.*	22nd do. do. No. 181 I.	.....
Famine relief.—Proceedings, Revenue Department, considering that certain channels proposed by the Collector of Ganjám are very suitable for —, communicated to Superintending Engineer, I Circle, with request that the estimates for the works may be submitted for sanction without delay.	22nd do. do. No. 182 I.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Land.—Notification for the acquisition of — required for the diversion of road No. 46 at Mutham along the Vettar left bank, Tanjore district, ordered to be published in the *Fort St. George Gazette.*	22nd Feb. 1897, No. 183 I.	.....
Engineering works of the Gódávari delta.—Endorsement in the Financial Department on memorandum from the Smithsonian Institution, Washington, acknowledging receipt of volume I of the —, recorded.	22nd do. do. No. 184 I.	.....
Minor Irrigation Works.—Proceedings, Revenue Department, recording Board's Proceedings reviewing statements showing expenditure on — from April to December 1896, recorded.	22nd do. do. No. 185 I.	.....
Periyár Jurisdiction.—Proceedings, Political Department, communicating the Resident's report that the criminal and abkári jurisdiction temporarily ceded to the British Government over the sites occupied by the Periyár project camps has been resumed by the Travancore State, recorded with reference to G.O., No. $\frac{597}{A}$ I., dated 21st July 1896.	23rd do. do. No. 193 I.	.....
Write off.—Sanction accorded to the — of the expenditure of Rs. 11 incurred in January 1894 in connection with the investigation of railway-affecting tanks in the upland taluks of the Kistna district.	24th do. do. No. 196 I.	.....
Objectionable items.—Orders on statement of — in the accounts of Executive Engineers remaining unremedied to end of October and November 1896, III Circle.	24th do. do. No. 197 I.	4th Jan. 1897, No. 11 I. 1st Dec. 1896, No. 1019 I. 14th Oct. 1896, No. 832 I. 11th Sept. 1896, No. 756 I. 18th Aug. 1896, No. 706 I.
Objectionable items.—Orders on statement of — in the accounts of Executive Engineers remaining unremedied to end of October and November 1896, V Circle.	24th do. do. No. 198 I.	19th Dec. 1896, No. 1077 I. 24th Nov. 1896, No. 994 I. 24th Oct. 1896, No. 867 I. 23rd Sept. 1896, No. 776 I.
Revised and budget estimates.—Ordered that a telegram be sent to the Government of India intimating certain alterations in the — of the Irrigation Branch, Public Works Department.	25th do. do. No. 199 I.	.....
Land.—Notification for the acquisition of — required for the Periyár 12th branch channel, Madura district, ordered to be published in the *Fort St. George Gazette.*	26th do. do. No. 200 I.	.....

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS AND MATTERS OF ROUTINE,

IRRIGATION,

FOR THE MONTH OF FEBRUARY 1897.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Steam Launch.—Recording Endorsement from the Government of India forwarding copy of their letter to the Director of the Royal Indian Marine requesting him to furnish the Madras Government with a design, specification and estimate for the construction at the Kidderpore Dockyard of a — for use in the Kistna Delta.	1st Feb. 1897. No. 113 I.	.....
Water-rate.—Recording papers on the subject of the — to be paid by the Berhampur Municipality for the supply of water from the Rushikulya project to certain tanks in 1895–96.	3rd do. do. No. 115 I.	16th July 1896, No. 587 I.
"33. *Famine Relief*".—Ordered that a telegram be sent to the Government of India stating that estimates under — q, have been altered to Rs. 21,200 for current and Rs. 1,93,000 for next year and that the portion of estimated outlay on revenue-producing works to be ultimately charged to ordinary heads for current year is *nil* and for next year about Rs. 50,000.	5th do. do. No. $\frac{118}{A.}$ I.	.....
Land.—Notification for the acquisition of — required for the flood bank of the channel supplying Tirumanickkam tank, Madura district, ordered to be published in the *Fort St. George Gazette.*	8th do. do. No. 120 I.	.....
Budget estimate.—Proceedings of the Board of Revenue (Revenue Settlement, &c.), stating that the — for the Periyár project has been submitted to Government in the Public Works Department, recorded.	9th do. do. No. 122 I.	.....
Progress Report.—E. form — of the (Periyár project) Madura division for December 1896, ordered to be forwarded to the Government of India.	9th do. do. No. 123 I.	.....
Forwarded	9th do. do. No. 124 I.	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
	1897.		
Famine-relief works.—Sanctioning, for execution as —, two estimates for improvements to the Pallavole and Nundialpet Turvapalli tanks, Cuddapah division.	15th Feb., No. 157 I.	...	.....
Funds.—Appropriating to works the additional grant of Rs. 46,000, sanctioned by the Financial Department.	15th Feb., No. 158 I.	...	4th Feb. 1897, No. 335 W. 19th Jan. 1897, No. 67 I. 1st Feb. 1897, No. 299 W. 26th Jan. 1897, No. 254 W. 25th Nov. 1896, No. 3384 W.
Aqueduct.—Estimate of Rs. 2,570 for constructing an — at 1 mile, 4 furlongs 180 feet in the Kunnathore offtake, Periyár project, sanctioned.	15th Feb., No. 159 I.	...	.....
Navigation rules.—Approving the draft notification and revised — proposed under Act II of 1890 and directing their publication in three issues of the Fort St. George and District Gazettes.	15th Feb., No. 162 I.	...	.....
Demarcation stones.—Estimate of Rs. 1,260 for fixing — on distributaries of the Commamur canal, Kistna western delta, sanctioned.	15th Feb., No. 163 I.	...	.....
Sangam anicut project.—Ordered that copy of the Proceedings awaiting the result of the investigation as to when and how far the anticipations of the increase of revenue due to the — will be realized in view to the completion report of the project being revised, be forwarded to the Government of India.	16th Feb., No. 164 I.	...	28th May 1896, No. 458 I.
Forwarded	16th Feb., No. 165 I.	...	.....
Bapatla east and west branch channels.—Sanctioning, with remarks, estimates aggregating Rs. 26,507 for excavating — in the Kistna western delta.	16th Feb., No. 166 I.	...	.....
Accounts.—Concurring in the opinion of the Examiner of Public Works Accounts on the system proposed by the Government of India for recording the old and current sanctions of irrigation works in the annual administrative — and other documents and directing that a copy of the Proceedings be forwarded to the Government of India.	16th Feb., No. 167 I.	...	.....
Forwarded	16th Feb., No. 168 I.	...	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
	1897.		
Tank Restoration Scheme party.—The proposals of the Chief Engineer for Irrigation regarding the transfer of the — in Salem district to the Bellary division, approved.	12th Feb., No. 144 I.	...	.....
Nandanavanam tank.—Estimate of Rs. 4,700 for restoring the —, Nellore division, sanctioned.	12th Feb., No. 145 I.	...	.....
Floating plant of the Kistna delta system.—Approving the estimate of the cost of maintaining the — for 1897–98 and referring the question of the employment of a foreman in the Bezwada Workshops for consideration in the General Branch of the Public Works Department.	12th Feb., No. 146 I.	...	14th Oct. 1896, No. 2932 W.
Palar anicut system.—Approving the schedule of works amounting to Rs. 22,300 remaining to be carried out to complete the — and directing that the sanction of the Government of India thereto be applied for.	12th Feb., No. 147 I.	...	.....
The above forwarded to the Government of India.	12th Feb., No. 148 I.	...	.....
Expenditure.—Authorizing the Examiner, Public Works Accounts, to pass the — shown in the completion reports to have been incurred on the Nandyar channel extension, Trichinopoly division.	12th Feb., No. 149 I.	...	.....
Omission.—Directing that a telegram be sent to the Government of India stating that the — in the budget of payment due to the Travancore Durbar on account of rent under the Periyár lease cannot now be explained, the officer who settled the budget grant for the project having since retired.	13th Feb., No. 150 I.	...	23rd Jan. 1897, No. 99 I. 9th Jan. 1897, Nos. 39 I., $\frac{39}{A}$ I. 17th Dec. 1896, Nos. 1061–62 I.
Distributary.—Estimate of Rs. 3,480 for excavating — and field channels from sluice at the 5th mile in the 9th Branch channel, Periyár project, sanctioned.	13th Feb., No. 151 I.	...	.....
Funds.—Ordered that a telegram surrendering Rs. 30,750 of current year's grant under 49. Periyár Project, be sent to the Government of India.	13th Feb., No. 154 I.	...	.....
Shutters.—Approving the estimate of Rupees 1,29,200 for fitting lift — to the grand anicut, Cauvery delta system, cancelling the sanction accorded in G.O., No. 514 I., dated 16th June 1896, and directing that a copy of the Proceedings be forwarded to the Government of India with request that sanction to the estimate may be communicated at an early date.	13th Feb., No. 155 I.	...	.....
Forwarded	13th Feb., No. 156 I.	...	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
	1897.		
Meenjur branch channel.—Estimate of Rs. 6,400 for extending the —, Vallur anicut system, Chingleput division, sanctioned.	18th Feb., No. 169 I.	...	.....
Flood bank.—Estimate of Rs. 2,200 for constructing a — on the left side of Mahanadi river, Ganjám division, sanctioned.	18th Feb., No. 170 I.	...	.....
Tools and cotton belting.—Estimates of Rs. 110 and Rs. 1,243 for purchasing — respectively, for the Buckingham canal division, sanctioned	18th Feb., No. 171 I.	...	.....
Compensation for land.—Estimate of Rs. 335 for — for Kamalapuram south side channel, Bantumilli canal, Kistna eastern delta, sanctioned.	18th Feb., No. 172 I.	...	.....
Funds.—Sanctioning certain transfers of — for Tank Restoration works in Kistna Northern division.	18th Feb., No. 173 I.	...	.....
Funds.—Telegram from the Government of India accepting the surrender of Rs. 30,750 under "49." communicated to the officers concerned.	20th Feb., No. 175 I.	...	.....
Tanks under the Periyár channels.—Approving the proposals of the Chief Engineer for Irrigation with regard to the retention of certain — in Mélúr taluk.	20th Feb., No. 176 I.	...	13th Feb. 1897, No. 129, Mar. 13th Feb. 1897, No. 128, Mar.
Funds.—Telegram to the Government of India requesting sanction, by wire, to an additional grant of Rs. 14,500 under 35. Rushikulya project.	20th Feb., No. 177 I.	...	.....
Open Capital rules.—Communicating, with remarks, to officers concerned the orders of the Government of India extending the dates fixed for the completion of certain items in the statement of works sanctioned up to 1895–96 under —.	22nd Feb., No. 178 I.	...	8th Jan. 1897, Nos. 34–35 I. 24th Oct. 1896, Nos. 873–74 I.
The above forwarded to the Government of India.	22nd Feb., No. 179 I.	...	.....
Expenditure.—Government of India letter on the subject of the responsibility of Public Works Department officers for regulating — so as to keep within budget grants, communicated to the officers concerned, and the instructions of that Government ordered to be rigidly adhered to by Superintending Engineers.	22nd Feb., No. 180 I.	...	23rd Nov. 1896, Nos. 984–85 I. 21st Oct. 1896, No. 848 I.
Channel.—Revised estimate of Rs. 2,630 for improving Vadakarai-Kohoor —, Thirumalarajanar left bank, 64th mile, Cauvery delta system, sanctioned.	23rd Feb., No. 186 I.	...	.....
The above forwarded to the Government of India.	23rd Feb., No. 187 I.	...	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
	1897.		
Regulator.—Revised estimate of Rs. 21,080 for constructing a — with 7 vents in the Khan Sahib's canal, Lower Coleroon anicut system, sanctioned.	23rd Feb., No. 188 I.	...	.....
Funds.—Sanctioning certain modifications of allotments proposed by the Chief Engineer for Irrigation.	23rd Feb., No. 189 I.	...	.....
Peddamallalammah tank.—Deferring sanction to the estimate for excavating a supply channel to the —, Kurnool district, till the necessity for the execution of the work under "33. Famine relief" arises.	23rd Feb., No. 190 I.	...	.....
Wharf office.—Estimate of Rs. 1,530 for constructing —, Superintendent's quarters and lascars' huts at Romperu, Buckingham canal, sanctioned.	23rd Feb., No. 191 I.	...	.....
Embankment.—Estimate of Rs. 1,850 for constructing an — on the left side of Rushikulya river in Brahmanachayi village, Ganjám division, sanctioned.	23rd Feb., No. 192 I.	...	.....
Channel.—Estimate of Rs. 11,800 for excavating a supply — to the Yapral and Kolical tanks, Bellary division, sanctioned under "33 Famine relief."	24th Feb., No. 194 I.	...	.....
Distributary.—Revised estimate of Rs. 15,520 for No. 14 distributary, Rushikulya canal, sanctioned.	24th Feb., No. 195 I.	...	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
Staff boats in the Kistna Delta.—Communicating to the Superintending Engineer, II Circle, Note by the Chief Engineer for Irrigation on the working of the — during 1895–96 and directing the continuance of the present rates of rent and method of account.	1897. 5th Feb., No. 118 I.	...	25th June 1896, No. 538 I. 16th Jan. 1896, No. 44 I. 25th Sept. 1893, No. 834 I. 16th Oct. 1883, No. 827 I. 26th Aug. 1878, No. 662 I. 7th July 1873, No. 1749.
Dam across Srirangam Natoo Vaikal.—Sanctioning the execution, by the Public Works Department, of the contribution work of constructing a — at 13¾ miles, Trichinopoly division.	5th Feb., No. 119 I.	...	.....
Koranur Tank.—Letter from the Resident in Mysore stating that the Durbar have no objection to the proposed restoration by the Madras Government of No. 17 —, Salem district, and that they are prepared to contribute a proportionate share of the cost, communicated to Superintending Engineer, IV Circle, for submission of a revised estimate for restoring the tank.	9th Feb., No. 121 I.	...	26th June 1896, No. 542/543 I.
Budget Estimates.—The preliminary issue of the — for "Major Works" and "Minor Works and Navigation" for 1897–98, embodying the revised estimates for 1896–97, as drawn up by the Chief Engineer for Irrigation, approved with remarks and ordered to be forwarded to the Government of India.	9th Feb., No. 125 I.	...	20th Jan. 1897, No. 68 I. 8th Jan. 1897, No. 33 I. 26th Dec. 1896, No. 1091 I. 23rd Dec. 1896, No. 1089 I. 15th Dec. 1896, No. 1051 I. 1st Dec. 1896, No. 1021 I. 25th Sept. 1896, No. 787 I. 28th Aug. 1896, No. 739/A I. 28th May 1896, No. 458 I. 9th May 1896, No. 407 I.
The above forwarded to the Government of India.	9th Feb., No. 126 I.	...	.....
Iron Punts.—Estimates aggregating Rs. 10,430 for constructing two — for the dredgers lately received in Kistna Northern division, sanctioned.	10th Feb., No. 127 I.	...	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
Compensation for land.—Estimate of Rs. 2,870 for — required for Boringa distributary, Rushikulya project, sanctioned.	1897. 10th Feb., No. 128 I.	...	.....
Sluices.—Estimate of Rs. 790 for fixing cement concrete pipe — to Aravapalli channel, Iskapalli channel, Bank canal, Kistna delta system, sanctioned.	10th Feb., No. 131 I.	...	.....
Compensation for loss of irrigation.—Estimate of Rs. 960 for — to 20 acres of land of Balli-Phada village, Ganjám division, sanctioned with remarks.	10th Feb., No. 132 I.	...	.....
Diversion of a channel.—Estimate of Rs. 1,810 for diversion of French channel from 33/7 to 35/1 of river bank at Pillanka in the Gódávari Eastern division sanctioned, and a copy of the Proceedings ordered to be forwarded to the Government of India.	10th Feb., No. 133 I.	...	.....
Forwarded	10th Feb., No. 134 I.	...	.....
Periyár project.—Authorizing the Examiner of Public Works Accounts, with remarks, to admit the outlay shown in the completion statement for July 1896 to have been incurred without estimates in maintaining the main and branch channels of the — during 1895–96.	10th Feb., No. 135 I.	...	.....
Funds.—Sanctioning certain transfers of — from the Gódávari delta system to the Rushikulya project.	10th Feb., No. 130 I.	...	.....
Closure of canals.—Ordered that a notification regarding the — during 1897 in Nellore district be published in the Fort St. George and Nellore District Gazettes.	11th Feb., No. 138 I.	...	.....
Demarcation.—Approving, with remarks, the arrangements made by the Superintending Engineer, VI Circle, in connection with the — and survey of the Peermad village.	12th Feb., No. 140 I.	...	.....
Suit.—Authorizing the defence, at the public expense, of the — to be instituted by the ryots of Mogulrajapuram, Kistna Western division, for compensation for land occupied by the Public Works Department for river conservancy purposes.	12th Feb., No. 141 I.	...	.....
Supply channel of Pullampet Tank.—Estimate of Rs 3,130 for repairing the bund and —, Cuddapah division, and improving the anicut at the head of supply channel, sanctioned.	12th Feb., No. 142 I.	...	.....
Dasahandam tank works.—Approving the proposal of the Chief Engineer for Irrigation to waive percentage charges in the case of all —, whether restoration or ordinary repairs.	12th Feb., No. 143 I.	...	.....

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
	1897.		
Tank Restoration Scheme party.—The proposals of the Chief Engineer for Irrigation regarding the transfer of the — in Salem district to the Bellary division, approved.	12th Feb., No. 144 I.	...	.....
Nandanavanam tank.—Estimate of Rs. 4,700 for restoring the —, Nellore division, sanctioned.	12th Feb., No. 145 I.	...	.....
Floating plant of the Kistna delta system.—Approving the estimate of the cost of maintaining the — for 1897–98 and referring the question of the employment of a foreman in the Bezwada Workshops for consideration in the General Branch of the Public Works Department.	12th Feb., No. 146 I.	...	14th Oct. 1896, No. 2932 W.
Palar anicut system.—Approving the schedule of works amounting to Rs. 22,300 remaining to be carried out to complete the — and directing that the sanction of the Government of India thereto be applied for.	12th Feb., No. 147 I.	...	.....
The above forwarded to the Government of India.	12th Feb., No. 148 I.	...	.....
Expenditure.—Authorizing the Examiner, Public Works Accounts, to pass the — shown in the completion reports to have been incurred on the Nandyar channel extension, Trichinopoly division.	12th Feb., No. 149 I.	...	.....
Omission.—Directing that a telegram be sent to the Government of India stating that the — in the budget of payment due to the Travancore Durbar on account of rent under the Periyár lease cannot now be explained, the officer who settled the budget grant for the project having since retired.	13th Feb., No. 150 I.	...	23rd Jan. 1897, No. 99 I. 9th Jan. 1897, Nos. 39 I., $\frac{39}{A}$ I. 17th Dec. 1896, Nos. 1061–62 I.
Distributary.—Estimate of Rs. 3,480 for excavating — and field channels from sluice at the 5th mile in the 9th Branch channel, Periyár project, sanctioned.	13th Feb., No. 151 I.	...	.....
Funds.—Ordered that a telegram surrendering Rs. 30,750 of current year's grant under 49. Periyár Project, be sent to the Government of India.	13th Feb., No. 154 I.	...	.....
Shutters.—Approving the estimate of Rupees 1,29,200 for fitting lift — to the grand anicut, Cauvery delta system, cancelling the sanction accorded in G.O., No. 514 I., dated 16th June 1896, and directing that a copy of the Proceedings be forwarded to the Government of India with request that sanction to the estimate may be communicated at an early date.	13th Feb., No. 155 I.	...	.....
Forwarded	13th Feb., No. 156 I.	...	.....

P. W. D.

No.

MEMORANDUM of PAPERS removed from the Records of the Madras Government for reference

No. of G. O.		For what purpose.	When taken.	Name of the party by w taken.

—1,000—8-7-97.

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FOR THE MONTH OF FEBRUARY 1897.

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