3.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

...blic Works (1898) Department.

G.C., No. 3199

DATED 18th April 1898

GENERAL No. 83.

21-7-36 111

Rec'd

[Despatch Abstract.]

Navigation Rules: Accepting the amendments in the draft — and Notifying publication with Govt. Letter 62/29/15.2.97 proposed by the Chief Engineer for Navigation stating that the amended rules and Notice will have effect from 15. May 98 and directing their publication in the Fort St. George Gazette and Gazettes of the districts concerned

28/14

Indexed. 18/4

IRRIGATION.
ACCOUNT.

...ament {1898} of Madras.

PUBLIC WORKS.

Rcd. } 1898. *Enclosures*

Rel. *Spare copies*

G.O., No. 319 I., 18th April 1898.

APRIL.

Navigation Rules

Accepting the amendments in the draft — and notifications published with G.O., N. 162 I., dated 15th February 1897, proposed by the Chief Engineer for Irrigation, ...tting that the amended rules and notification will have effect from 15th May 1898, ...d directing their publication in the *Fort St. George Gazette* and Gazettes of the ...tricts concerned.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers :—

Proceedings of the Madras Government, No. 162 I., dated 15th February 1897.
Petitions from Gódávari Boat owners and others detailing objections to the draft rules.
From the Superintending Engineer, I Circle, dated 13th June 1897, No. 641 G.D.
" " " I " " 18th " " " C./168.
Office-note from Joint Secretary to Government, Railway Branch, with enclosure from Manager, East Coast Railway, and Traffic Superintendent, East Coast Railway, dated 3rd June 1897, No. 604 D.
From Superintending Enginer, II Circle, dated 29th June 1897, No. 115 B. C.
From the Chairman, Chamber of Commerce, Madras, dated 3rd August 1897, No. —
" " " " Cocanada, " 7th " " " —
From the President, District Board, Gódávari, dated 19th June 1897, No. 937.
From the Chairman, Native Chamber of Commerce, Cocanada, dated 1st [illegible]97. No. —.

No. 134 I.

Note by the Chief Engineer for Irrigation.

The revision of the Navigation rules was undertaken for two distinct reasons, the first being that the Government of India had pointed out, in reviewing the Administration reports of 1889–90 and 1890–91, that the navigation accounts showed a deficit year after year and expressed a desire that the revenue should be increased so as to cover expenses ; and the second, the complaint of the officers of the East Coast Railway that canal traffic was unduly favoured and the railway subjected to unfair competition.

2. Before discussing the proposed rules and the objections which have been raised to them, it may be of advantage to consider in what light navigation works are regarded in other countries where the State owns or is interested in both railways and canals.

Report of the Fifth International Congress on Inland Navigation in France (1892).

The following is the principle on which charges for navigation are by a constitutional law regulated in the German Empire :—

"On all artificial waterways, no taxes shall be collected except for the utilization of special fixtures intended to facilitate traffic. These taxes, as also those collected for navigation upon artificial waterways which are State property, shall in no case exceed the expenses necessary for the maintenance and ordinary repairs of the fixtures".

Following this principle, the Government maintained about 7,000 miles of navigable waterway at an average annual expense for the ten years 1881—90 of about 12 million marks for ordinary maintenance and spent 13½ million marks in important repairs and improvements while the receipts came to only 2 millions.

* Appendix I. Diagram of ton mileage.
" II. Diagram of tonnage of goods.
" III. Abstract of particular classes of goods.
" IV. Traffic receipts and classes excluding interest.

In the Netherlands, most of the navigable waterways belong to the provinces or communes. The charges on State waterways were 2,18,000 florins and expenditure 12,78,000 at the date of the report and the Minister of Finance had brought in a bill for the suppression of tolls on highways and on canals belonging to the State.

In 1880, France abolished tolls on all the canals belonging to the State, nearly 8,000 miles in length, with the result that traffic rose from 2,174 millions of Kilometric tons in 1881 to 3,216 millions in 1891. In 1890, the traffic amounted to over 27 per cent. of that carried by the railways which had a length of 20,800 miles. As in Germany, in addition to the large sums spent on maintenance, there has been very large expenditure in improving the canals.

In other European countries, the waterways are almost entirely navigable rivers and the method of dealing with them presents little of interest in connection with the subject under discussion.

In the United States, the canals are nearly all free but cannot, except in a few instances, compete with railways, railway freights being so low in that country. In all the most advanced countries, the tendency is to treat canals as roads, freeing them from all charges except remuneration for services actually rendered, and looking for a return in the general increase of prosperity of the country which the canals serve. They are considered rather as complements than rivals to railways, each kind of transport being specially suitable for certain kinds of traffic. In no progressive country is any direct profit on navigation sought nor is there anywhere, as far as known, any charge made for the navigation of unimproved natural waterways.

3. In the memorandum printed with G.O., No. 562 W., dated 20th February 1883, Colonel Hasted, then Chief Engineer for Irrigation, sketched the history of the navigation charges on the Gódávari, Kistna and Buckingham canals up to that year. In his recommendations to Government he laid it down as a principle that all that should be looked for is that the navigation receipts should cover the cost of maintenance excluding interest and in revising the rules he introduced the great reforms of issuing a single license for all the canals and reducing the toll stations to the number required for issuing short term licenses. His recommendations were approved by Government although they involved a large temporary loss of revenue. The result has been most marked, the traffic has grown from 27½ million ton-miles in 1884–85 to 55 millions in 1895–96 and the receipts from Rs. 1,47,079 to Rs. 2,35,573, an increase of 100 per cent. on the traffic and of 60 per cent. on the receipts in eleven years. The receipts and charges (excluding interest) have been gradually approximating. In 1894–95, there was a profit of Rs. 2,517 ; in 1895–96 a deficit of Rs. 9,358 owing to an order from the Government of India that the value of licenses for Government floating plant should not be credited to navigation. This order which has caused a decrease of nearly Rs. 11,000 in credits to navigation is apparently based on the idea that the Government boats are used only in the interest of navigation, whereas they are used chiefly for irrigation work. The accompanying diagram shows at a glance the growth of the traffic and revenue. It will be observed that the opening of the East Coast Railway in 1893 checked at once the growth of the Gódávari traffic, but has otherwise made very little impression on it. The Kistna traffic, a great part of which is through traffic, and that of the Buckingham canal, continued to show a fairly steady increase up to 1895–96 but in 1896–97 the ton-mileage of the Kistna fell a third and of the Buckingham canal a fifth.

4. In reply to the Secretary of State's Despatch, No. 3 P.W., dated 10th May 1888, in which attention had been drawn to the unremunerative character of the canals, the Madras Government forwarded a note by the Chief Engineer for Irrigation explaining how the charges were calculated, and observed that "the navigable canals of this Presidency designed as they have been as lines of communication, and as famine protective works cannot be expected to pay directly any more than roads. Indirectly they add greatly to the revenue and this is especially the case as regards the Gódávari and Kistna canals". In truth the cost of making the delta canals navigable has been paid for over and over again, as it is owing to the navigation that cultivation has extended so rapidly. The navigable canals are the chief highways of the two deltas and without them there would be no cheap and ready access to markets.

It is only a couple of years ago that Government was enabled to increase the land assessment by some 11 lakhs owing to the growth of prosperity which the navigation has been one of the chief means of creating. It is not clear whether the Government of India desires that navigation should be charged with interest on cost of works in the deltas. In Colonel Hasted's memorandum above referred to, it is stated that the rule had been laid down that the receipts should not only cover the working expenses of navigation but also interest on the cost of works constructed solely in the interests of navigation. It was contemplated that, as the canals approached completion, the maintenance charges would become lighter and the receipts would increase until they were sufficient to cover all charges, but when the Gódávari completion estimates were submitted to the Government of India, all that was claimed for navigation receipts was that they should cover maintenance and nothing more than this was aimed at when the tariff of 1883 was fixed. In the Chief Engineer's note which accompanied the Despatch of 6th August 1888 to the Secretary of State, interest was, however, noted as one of the charges and the detailed accounts annually submitted to the Madras Government include interest but the figures given in the Administration reports which are forwarded to the Government of India exclude it. It is very necessary that there should be some definite settlement of this question. If interest be excluded, the receipts and charges for the three connected systems already nearly balance and only a slight enhancement of charges is required to cover loss through the competition of the railway. It is strongly recommended that the revenue be limited to the cost of maintenance including such minor improvements as are usually charged to revenue. In fact it is very doubtful whether in the face of the railway competition anything more can be aimed at without doing great injury to the traffic. It would be a public misfortune if a flourishing industry, of which Madras has so few, were destroyed or even seriously injured by high charges. If it is to be supplanted by another industry, this should be allowed to take place in accordance with the usual law of progress and without violent dislocation of trade.

5. The published draft rules had, for their main object, the prevention of competition with the railway on the direct line of canal between Madras and Cocanada, but it has not been brought to the notice of Government or apparently realized by any of the persons interested, that the scope of the rules was also greatly enlarged by including all the natural waterways between the Pálár and Cocanada. The rules are not intelligible unless read with the Canal and Ferry Act which uses such terms as canal, &c., in a special and non-conventional sense. The word "canal" in rule 4, which prescribes the vessels to be licensed, does not mean a canal in the ordinary sense, but all the waters in the lines of navigation included in the comprehensive definitions of rule I. In the rules as now corrected, it is intended to be made clear that no charge will be made for the use of natural waterways.

6. The mode in which the draft rules proposed to make the canals "feeders not rivals to the railway" or, in other words, make traffic on canals parallel to the railway impracticable except for short distances was by making the Vasista-Gódávari and Kistna dividing lines of systems and requiring a separate license for each system. The proposals express a complete re-action from the liberal and enlightened policy adopted in 1883 with such splendid results and are even more injurious than the old system in that they would hinder communication between the different parts of each delta even on lines of traffic which are nowhere near the railway.

7. A serious question of principle is involved, namely whether a Government owning two means of transport can, consistently with sound policy and justice to its subjects, practically forbid the use of one in order that the other may pay better, or rather be made to appear to pay better by comparison. There are good reasons for believing that serious and harassing interference with the trade of the canals would injure the growth not merely of the canal but of the railway traffic. The railway would get a large share of existing traffic instead of a somewhat smaller proportion of the vast traffic of the future which the railway and canals working together for the benefit of trade are capable of creating. The canal traffic should be nourished, not destroyed. It is to the interest of the whole country to have a numerous and efficient fleet ever ready to transport grain from the great food-growing deltas to convenient points for distribution by rail.

8. In England the Railway Companies were allowed to get control of many of the canals with a result which, now that England's industrial supremacy is threatened by foreign competition, is felt to be a national misfortune. The East Coast Railway officers wish to adopt the same system here, but as their extreme demands have not been supported by any of the Consulting Engineers, it may be sufficient to consider the modified proposal to tax only the through traffic between the two stations, Bezwada and Cocanada, and make the tax sufficient to prevent the boats carrying for much less than $4\frac{1}{2}$ pies per ton-mile, the rate which would enable the railway to pay its working expenses and interest on capital, if there were a good volume of traffic. Putting aside other reasons against this proposal, it seems impossible to distinguish through from local traffic without an inquisitorial examination of the contents and destination of boats leaving Bezwada and Cocanada, and any tax on through traffic could be very easily evaded by consigning to intermediate ports.

9. Is there after all any reason for the repeated assertion that the railway cannot [illegible] amount of traffic owing to the through traffic on the canals? It is doubtful whether those who make such assertions are aware of all the difficulties under which the canal traffic is carried on. In the Gódávari which is the most favoured district there is sufficient water for only nine to ten months and in the Kistna for seven to eight months of the year, and during the navigation season there is frequent delay in crossing the rivers if they are in high flood. In the Buckingham canal, the river-crossings frequently silt up to such an extent that traffic is impeded, and it is always stopped where the rivers happen to be in flood, until the floods subside, as there are no steamers to tow boats across. The boats are for the most part owned and worked by men of small means who earn a hard livelihood. The assertions about the profitableness of their business have never been proved. It is probable that they earn more than ordinary coolies, but they are entitled to some return on their capital in addition to the wages of their labour. The rates for boat transport vary with season and distance and as nearly as can be ascertained range between 3 and 6 pies per ton per mile, of which the present license fees and wharf charges take $\frac{1}{2}$ to $\frac{3}{4}$ pie for boats in regular employment. That there is not much margin for reduction of freights is shown by the success of the railway in the war of rates which it carried on up to a year ago. The Ellore canal is the only one on which the bulk of the traffic was through traffic, and is therefore the only one on which the transfer of through traffic to the railway can be gauged. The following was the traffic on the Ellore canal in the year the railway was opened and in subsequent years:—

	Tons.
1893–94	170,620
1894–95	141,198
1895–96	88,119
1896–97	87,039

The railway traffic between Bezwada and Cocanada in 1896 was 72,000 tons, which is nearly the amount by which the canal traffic fell off. The railway was at the time charging $2\frac{3}{4}$ pies per ton per mile, but was handicapped by the breakage of bulk and delay and exposure of goods at the Gódávari crossing. Nevertheless practically all the salt, cotton and oil-seeds which constituted the more valuable part of the canal traffic went to the railway, and there seems no reason to doubt that the railway can largely increase its rates and still keep the valuable traffic when the Gódávari bridge is completed or other arrangements made to take loaded waggons across the river. The experience of other countries all goes to show that since the great improvements of recent times in permanent way and rolling-stock, railways running in competition with canals get nearly all the more valuable traffic leaving the canals to carry goods of much bulk or little value, trade in which is affected by a very slight difference in freight. This is the case in France, where over 2,000 miles of railway run parallel to the canals. In the United States, where railway freights are very low, 2,400 miles of canals have had to be abandoned, and the continuance of the use of other canals seems to depend on the possibility of constant increase in the size of vessels used. In many instances it is found that canals and railways working side by side mutually benefit one another. Germany supplies a striking instance of this.

The canalization of the Main from Frankfurt to Mayence was completed in 1886, the river traffic being then 150,000 tons and the rail traffic 930,000 tons. Five years later, the river traffic had increased to 700,000 and the rail traffic to 1,400,000 tons. The undersigned can find no reason for expecting that the railway, with all the advantages of expedition, cleanliness and responsibility for safe delivery which it can offer to traders should in the least fear the canal competition, and strongly recommends that all idea of differential canal charges should be rejected, not only because he thinks such charges would be impolitic and opposed to the best interests of the State, but because they cannot be shown to be of more than temporary advantage to the railway in the interests of which their imposition was contemplated.

Journal of the Society of Arts, 12th Nov. 1897.

10. The following table shows the present tariff, that proposed in the draft notification and that now proposed on the three principal navigation systems:—

Nature of vessel.	Present rates.		Proposed in draft notification.		Now proposed.	
	Annual.	Six weeks.	Annual.	Six weeks.	General license, annual.	Six weeks.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Steamers per ton—						
1 line	5 0 0	1 0 0	10 0 0	2 0 0	15 0 0	3 0 0
2 lines			15 0 0	2 0 0		
3 lines			20 0 0	3 0 0		
Cargo boats—						
1 line	2 8 0	0 8 0	2 8 0	1 0 0	..	..
2 lines			6 0 0	1 0 0	..	..
3 lines			10 0 0	1 8 0	..	..
Open cargo boats	..	..	..	..	3 0 0	0 10 0
Passenger boats, 1st class—						
1 line	5 0 0	0 8 0	5 0 0	1 4 0	6 0 0	1 4 0
2 lines			9 0 0	1 8 0		
3 lines			14 0 0	2 0 0		
Passenger boats, 2nd class—						
1 line	3 0 0	0 8 0	3 0 0	1 0 0	..	..
2 lines			7 0 0	1 0 0	..	..
3 lines			12 0 0	1 8 0	..	..
Decked cargo boats and passenger boats, 2nd class	..	..	..	..	4 0 0	0 13 0
Rafts of timber 100 square feet—		(1 month.)				
1 line	..	0 8 0	..	..	..	..
2 lines		0 8 0				
3 lines		0 8 0	..	1 8 0	..	1 0 0
Rafts of bamboos—						
1 line ..						
2 lines	..	0 4 0				
3 lines		0 4 0	..	1 0 0	..	0 8 0
		0 4 0				

This is a tariff for revenue to satisfy the objection of the Government of India that the navigation is being worked at a loss. The amount of additional revenue required to cover the present deficit and the further falling off which will occur when the Madras-Bezwada line is opened is of course purely conjectural. The rates entered are such as it is thought traffic will bear without sensible injury. The rates for annual licenses are increased 20 to 33 per cent. and for six-weeks licenses 20 to 150 per cent., the reason for the great variation in the latter case being that in the 1 tariff a uniform rate of 8 annas was imposed in lieu of two tolls irrespective of the class of vessels. The six-weeks rates now proposed are roughly one-fifth of the annual rates. The rates for steamers are trebled. The canals are generally not deep enough for steam traffic, and steamers unless very small and worked at a low speed do much injury to the banks. It is decidedly a bad time to increase rates at all, but the increase cannot be avoided if the receipts and charges are to be made to balance.

11. With regard to the minor navigation systems, the rates for the Dumagudiem canal are largely increased in accordance with the recommendations contained in the papers printed with G.O., No. 192 I., dated 21st February 1896. The charges on the Védaranniyam canal were raised from 8 annas to 1 Rupee per ton of boat in G.O., No. 233 I., dated 16th April 1890, and bring in a revenue of about Rs. 1,000 against

an expenditure of about Rs. 4,000. The District Board pays half the deficit. There is scarcely any traffic except in salt. The question of keeping up the navigation works on the Kurnool-Cuddapah canal has lately been before Government, which has decided that they should be maintained. There are 17 Government vessels on the canal and I think about six private vessels which carry about 2,000 tons of goods in a year. There are no license fees. The Chilka Lake canal traffic is something small. No returns are available. There is no charge for navigation. It seems somewhat absurd to apply this elaborate system of rules and tariff to navigation lines where there is now almost no traffic and what little there is needs encouragement, and in the case of the Dumagudiem and Védáranniyam canals to prescribe rates for passenger boats which have no existence. If Government does not object, the following alterations not referred to in previous notes will be made: (1) in the rules and notification strike out all reference to the Kurnool-Cuddapah and Chilka Lake canals; (2) in the notification strike out the same canals from the list of fees and enter a uniform charge of Rupee one and Annas three for boats of all classes on the Dumagudiem and Védáraniyam canals. This is double what is now paid at Dumagudiem and is the same rate as sanctioned for the Védáranniyam canal so lately as 1890.

12. It is brought to the notice of Government that the fees for registration proposed in the notification are double the present fees. There seems no objection to this.

13. The chief alterations proposed in the draft rules are referred to above, and the only other which need be specially referred to is the exemption from charges for navigation of ferry vessels belonging to the District Boards when these use the canals merely to proceed to their destination.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

13th April 1898.

To the Joint Secretary to Government,
Public Works Department,
Irrigation Branch.

APPENDIX III.

ABSTRACT of particular classes of goods.

Nature of cargo.	Up traffic.				Down traffic.				Total tonnage both ways.			
	1893–94.	1894–95.	1895–96.	1896–97.	1893–94.	1894–95.	1895–96.	1896–97.	1893–94.	1894–95.	1895–96.	1896–97.
1	2	3	4	5	6	7	8	9	10	11	12	13
Gódávari Canals.	TONS.	TONS	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
4. and 5. Paddy, rice and other food-grains	47,524	65,475	39,984	52,146	36,575	48,775	40,356	45,669	84,099	1,14,250	80,340	97,815
10. Oil-seeds	21,648	17,800	13,439	10,242	22,626	23,608	16,859	23,599	44,274	41,408	30,298	33,841
11. Provisions	4,108	6,774	9,860	9,311	5,997	5,994	4,750	5,655	10,105	12,768	14,610	14,966
12. Salt	5,366	4,594	5,266	9,493	1,603	1,732	1,852	2,217	6,969	6,326	7,118	11,710
14. Sugar	3,536	4,217	4,721	2,704	14,247	15,169	14,639	6,223	17,783	19,386	19,360	8,927
15. Tobacco	2,121	1,581	3,343	2,020	2,618	2,219	3,677	7,710	4,739	3,800	7,020	9,730
17. Miscellaneous goods	8,118	8,565	8,913	12,597	5,967	6,090	7,126	10,740	14,085	14,655	16,039	23,337
18. Timber	597	322	732	666	12,044	3,570	2,933	3,283	12,641	3,892	3,665	3,949
21. Coal and Coke	3,136	228	13	7	1,850	603	426	93	4,986	831	439	100
Kistna Canals.												
4. and 5. Paddy, rice and other food-grains	40,852	36,347	44,804	17,569	33,331	41,838	42,419	26,672	74,183	78,185	87,223	44,241
10. Oil-seeds	473	242	539	597	19,321	15,076	18,963	8,627	19,794	15,318	19,502	9,224
11. Provisions	7,320	6,119	5,979	5,273	3,936	3,643	4,973	4,517	11,256	9,762	10,952	9,790
12. Salt	11,066	13,955	15,529	13,025	1,676	2,375	1,994	1,415	12,742	16,330	17,523	14,440
14. Sugar	2,500	2,632	1,568	1,060	561	633	738	494	3,061	3,265	2,306	1,554
15. Tobacco	513	398	586	299	1,608	1,900	3,531	1,766	2,121	2,298	4,117	2,065
17. Miscellaneous goods	4,401	2,965	4,596	5,240	4,516	4,095	5,229	5,322	8,917	7,060	9,825	10,562
18. Timber	3,108	2,546	2,647	2,913	2,022	1,659	1,754	3,055	5,130	4,205	4,401	5,968
21. Coal and Coke	2,579	1,107	894	1,362	15,145	22,912	33,423	22,175	17,724	24,019	34,317	23,537
Buckingham Canal.												
4. and 5. Paddy, rice and other food-grains	51,288	53,075	55,535	31,082	1,576	242	225	431	52,864	53,317	55,760	31,513
10. Oil-seeds	2,547	484	3,190	3,205	..	4	..	5	2,547	488	3,190	3,210
11. Provisions	9,710	13,837	13,864	12,672	1,086	808	1,557	2,572	10,796	14,645	15,421	15,244
12. Salt	45,459	51,795	98,341	89,127	..	..	6	2	45,459	51,795	98,347	89,129
14. Sugar	417	470	339	449	71	49	126	120	488	519	465	569
15. Tobacco	72	87	96	63	3	5	28	4	75	92	124	77
17. Miscellaneous goods	4,736	7,425	7,767	5,735	5,077	5,376	5,416	7,991	9,813	12,801	13,183	13,726
18. Timber	31	43	135	479	1,334	1,458	2,754	2,236	1,365	1,501	2,889	2,715
21. Coal and Coke	14,120	26,245	26,847	33,325	..	..	11	17	14,120	26,245	26,858	33,342

APPENDIX III—*cont.*

Abstract of particular classes of goods—*cont.*

Nature of cargo.	Ton mileage.				Distance of carriage.				Number of passengers.			
	1893–94.	1894–95.	1895–96.	1896–97.	1893–94.	1894–95.	1895–96.	1896–97.	1893–94.	1894–95.	1895–96.	1896–97.
	14	15	16	17	18	19	20	21	22	23	24	25
Gódávari Canals.												
4. & 5. Paddy, rice and other food-grains	..	..	2,199,621	2,540,834	..	..	27	26				
10. Oil-seeds	..	..	853,319	975,128	..	..	28	30				
11. Provisions	..	..	365,110	463,239	..	..	25	31				
12. Salt	..	..	193,076	391,284	..	..	27	33				
14. Sugar	..	..	474,614	172,902	..	..	24	19	287,548	2,56,612	2,41,150	2,28,112
15. Tobacco	..	..	201,487	231,150	..	..	28	24				
17. Miscellaneous goods	..	..	429,208	582,957	..	..	27	25				
18. Timber	..	..	123,821	145,905	..	..	34	37				
21. Coal and coke	..	..	9,766	1,478	..	..	22	15				
Kistna Canals.												
4. & 5. Paddy, rice and other food-grains	3,855,615	4,345,589	5,330,316	2,622,921	52	55	61	59				
10. Oil-seeds	806,252	545,551	722,614	319,075	40	35	37	35				
11. Provisions	482,086	425,801	579,006	504,024	43	43	53	51				
12. Salt	706,711	973,143	1,114,000	959,349	56	59	64	66				
14. Sugar	143,359	136,743	95,621	59,745	47	42	41	38	129,928	1,17,337	1,23,212	97,143
15. Tobacco	90,623	99,662	143,923	89,902	42	43	35	44				
17. Miscellaneous goods	409,920	383,718	586,883	556,456	46	54	60	52				
18. Timber	224,948	195,377	205,417	301,318	44	46	47	50				
21. Coal and coke	1,294,014	1934,713	2,724,738	1,863,733	73	80	79	79				
Buckingham Canal.												
4. and 5. Paddy, rice and other food-grains	8,558,008	8,383,065	8,401,039	4,178,318	162	157	150	133				
10. Oil-seeds	488,932	80,557	603,170	609,683	192	165	189	190				
11. Provisions	1,350,951	2,072,424	2,210,936	2,058,568	125	142	143	135				
12. Salt	756,534	879,227	1,563,348	1,383,057	14	17	15	16				
14. Sugar	39,187	48,912	49,376	50,717	80	94	106	89	68,839	93,825	1,01,262	78,492
15. Tobacco	13,885	16,243	20,431	12,654	185	176	165	165				
17. Miscellaneous goods	1,678,944	1,712,550	1,594,211	1,144,448	171	134	121	83				
18. Timber	146,659	165,017	321,285	338,932	108	110	111	125				
21. Coal and coke	2,733,340	5,116,468	5,226,452	6,516,825	194	195	195	196				

APPENDIX IV.

STATEMENT of Traffic Receipts and Charges on navigable canals—Results without interest or Capital.

Year.	Gódávari canals.				Kistna canals.				Buckingham canal.			
	Charges excluding interest.	Receipts.	Difference.	Remarks.	Charges excluding interest.	Receipts.	Difference.	Remarks.	Charges excluding interest.	Receipts.	Difference.	Remarks.
	RS.	RS.	RS.		RS.	RS.	RS.		RS.	RS.	RS.	
1884–85	84,986	80,731	—4,255		61,819	19,160	— 42,659		99,077	47,188	— 51,889	Under Public Works Code, Volume II, Chapter III, paragraph 348, interest is *not* charged on the Buckingham canal which is classed under "43. Minor Works and Navigation—Provincial."
1885–86	78,407	78,852	445		67,079	23,331	— 43,748		1,34,454	54,593	— 79,861	
1886–87	66,892	86,893	20,001		78,284	24,045	— 54,239		1,12,901	60,949	— 51,952	
1887–88	70,435	1,01,390	30,955		58,246	30,283	— 27,963		1,38,468	69,140	— 69,328	
1888–89	74,788	93,271	18,483		52,829	31,691	— 21,138		1,27,659	72,214	— 55,445	
1889–90	67,557	94,253	26,696		58,837	28,643	— 30,194		1,51,919	75,747	— 76,172	
1890–91	74,524	96,600	22,076		61,656	32,925	— 28,731		1,17,696	88,012	— 29,684	
1891–92	72,943	96,287	23,344		70,327	34,246	— 36,081		1,72,868	98,269	— 74,599	
1892–93	87,905	1,02,122	14,217		65,011	37,116	— 27,895		1,18,347	99,757	— 18,590	
1893–94	71,008	1,01,660	30,652		68,284	34,634	— 33,650		1,24,493	1,08,291	— 16,202	
1894–95	81,261	1,03,626	22,365		64,961	37,222	— 27,739		1,01,536	1,09,427	7,891	
1895–96	77,270	90,468	13,198		71,638	36,731	— 34,907		96,023	1,08,374	12,351	

Note.—(1) The figures showing "charges" and "receipts" of the Gódávari and Kistna canals have been taken from the Proceedings of Madras Government passing orders on the annual statements of Navigation receipts and charges for those canals.

(2) The figures showing "charges" and "receipts" of the Buckingham canal represent the total charges and the total receipts entered in the "statements of Financial results" of the canal printed in the annual Irrigation Administration report.

Charges for Gódávari and Kistna.

(1) Lock establishment.
(2) Lock and weir repairs.
(3) Navigation buildings.
(4) Tow path maintenance.
(5) Dredging.
(6) Miscellaneous.
(7) Share, canal maintenance.

Charges for Buckingham canal.

(1) Extensions and improvements.
(2) Maintenance and repairs.
(3) Establishment.
(4) Tools and plant.
(5) Indirect charges { Capitalised abatement of land revenue. / Leave & pension allowances.

Receipts for Gódávari include

License and tolls, Government and private.
Rents on canal berms.
Profit on boat office.

Receipts for Kistna include.

License and tolls on Government and private boats.

Receipts for Buckingham canal include

License and toll-fees.
Wharfage-fees.
Sundries.

NAVIGATION RULES UNDER ACT II OF 1890.

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NOTIFICATION.

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 15th May 1898, 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 Dumagudiem canal, Gódávari district.
The Gódávari canals, consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Gódávari district, south and east of Rajahmundry.
The Kistna canals, consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Kistna district.
The Buckingham canal, consisting of the artificial reaches of the canal and such portions of the rivers, backwaters and estuaries connected with it as are necessary for navigation between the reaches in the Nellore, Chingleput and South Arcot districts and Madras town.
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 artificial canals shall be licensed except those registered under rule 19 or exempted under rule 2 or rule 24.

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 line or connected lines of navigation, 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. Boats which have not been previously licensed must be taken to a licensing station for measurement.

6. *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.

7. *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.

8. *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.

9. *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.

10. *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.

11. *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.

12. *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.

13. *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. A fraction of a ton above half shall be taken as one ton and other fractions shall be rejected.

14. *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.

15. *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 7½ 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.

16. *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.

17. *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.

18. *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.

19. *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.

20. *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.

21. *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.

22. *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.

23. *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.

24. *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. Ferry vessels belonging to a District Board proceeding to their destination and not plying for traffic shall be allowed to pass through the canals free of charge on written permit from the Executive Engineer.

IV.—WHARVES.

25. *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.

26. *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.

27. *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.

28. *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.

29. *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.

30. *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.

31. *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.

32. *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.

33. *Dimensions of vessels and rafts.*—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.

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.

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.

34. *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.

35. *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.

36. *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.

37. *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.	
Rafts	One clear white light in the general cabin or inside. One clear white light at each end.	Do. do. One clear white light at each outer corner.

The two bull's 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.

38. *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.

39. *The passing of vessels.*—When two vessels meet on the Gódávari or Kistna 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.

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

41. *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.

42. *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.

43. *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.

44. *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.

45. *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 and upon the counterpart. but if the counterpart is not in his possession, he shall communicate the fact of suspension to the officer who issued the license. 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.

46. *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.

47. *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.

48. *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.

49. *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.

50. *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.

51. *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.		

Record of suspension of license.

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

(*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.		

Record of suspension of license.

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

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

6. *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.

7. *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.

8. *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.

28. *Regulation of traffic at wharves.*—The regulation of traffi 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.

41. *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.

42. *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.

44. *Limit of Canal officers' powers.*—A canal officer may, on account of the infringement of any provision 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 *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.

50. *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.

6. *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.

7. *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, after 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.

8. *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.

28. *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.

41. *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.

42. *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.

44. *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 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. *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.

50. *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 17.)

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 17.)

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.*)

28. *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. *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.

46. *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.

47. *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.

48. *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.

28. *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. *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.

46. *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.

47. *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.

48. *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 19.)

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 ½ 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				

FORM D. (*Vide* Rule 19.)

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 ½ 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 suspenison.	Place.	Date.	Signature of the Canal officer ordering the suspension.
From	To				

28. *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.

41. *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.

42. *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.

44 *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. *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.

49. *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.

50. *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.

28. *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.

41. *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.

42. *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.

44. *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. *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.

49. *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.

50. *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 24.)

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 24.)

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 29.)

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 42.)

Inspection Certificate.

The steam vessel bearing No. of has been inspected in accordance with paragraph 42 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 45.)

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 45.)

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.*)

NOTIFICATION.

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 15th May 1898, be in force on the lines of navigation defined in the margin.

The Dumagudiem canal, Gódávari district.
The Gódávari canals consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Gódávari district, south and east of Rajahmundry.
The Kistna canals consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Kistna district.
The Buckingham canal consisting of the artificial reaches of the canal and such portions of the rivers, backwaters and estuaries connected with it as are necessary for navigation between the reaches, in the Nellore, Chingleput and South Arcot districts and Madras town.
The Védárannivam canal in the Tanjore district.

FEES FOR LICENSING.

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

	Annual. RS. A. P.	Six weeks. RS. A. P.
Steamers per ton of registered tonnage ...	15 0 0	3 0 0
Open cargo boats do. do. ...	3 0 0	0 10 0
Passenger boats, 1st class, do. ...	6 0 0	1 4 0
Passenger boats, 2nd class, and decked cargo boats, per ton of registered tonnage	4 0 0	0 13 0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof	...	1 0 0
Rafts of bamboos per 100 square feet or fraction thereof	...	0 8 0

For either of the two lines of Navigation, the Dumagudiem and Védárannivam Canals.

Boats per ton of registered tonnage	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 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 either of the two lines of Navigation, the Dumagudiem and Vedaranniyam 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.	Six weeks. RS. A. P.
Vessels remaining at any of the wharves for more than seven days per ton of registered tonnage for every day or portion thereof	0 1 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 Dumagudiem canal	Dumagudiem	Dumagudiem lock.
The Gódávari canals	Dowlaishweram	Dowlaishweram do. Bobberlanka do. Vijeswaram do. Ellore do. All tidal locks.
The Kistna canals	Bezwada	Bezwada lock. Seetanagaram do. All tidal locks. All wharves.
The Buckingham canal	Madras Boat basin ...	Madras boat basin. All tidal locks. All wharves.
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. Tsandole. Vellatur. Romperu Lock.
The Buckingham canal	Kottapatnam. Woollapolliem. Iskapalli. Mypaud. Muthukur. Madras Boat basin. Madras Elephant Gate. Madras Trevelyan wharf. Chintadripett. Barber's Bridge. Mylapore. Papanchavady.

ORDER—No. 319 I., dated 18th April 1898.

The Government, after considering all the objections urged against the draft rules and notification published with G.O., No. 162 I., dated 15th February 1897, resolves to accept the amendments proposed by the Chief Engineer for Irrigation. The amended rules and notification will have effect from the 15th May 1898 and will be published in the *Fort St. George Gazette* and Gazettes of the districts concerned.

(True Extract.)

(Signed) W. HUGHES,
Joint Secy. to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Examiner, Public Works Accounts.
" Superintending Engineer, I Circle.
" " " II "
" " " III "
" " " V "
" Revenue Department.
" Local and Municipal Department.
" Judicial Department.
" Legislative Department.
" Advocate-General.
" Superintendent, Government Press,
with rules and notification.

" Chamber of Commerce, Madras.
" " " Cocanada.

Exd. A. F. Ecclestone.

No. 319, I., 18TH APRIL 1898.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers :—

Proceedings of the Madras Government, dated 15th Februray 1897, No. 162 I.
Petitions from Gódávari Boat owners and others detailing objections to the draft rules.
From the Superintending Engineer, I Circle, dated 13th June 1897, No. 641 G.D.
" " " I " " 18th " " " C./168.
Office-note from Joint Secretary to Government Railway branch with enclosure from Manager, East Coast Railway and traffic Superintendent, East Coast Railway, dated 23rd June 1897, No. 604 D.
From Superintending Enginer, II Circle, dated 29th June 1897, No. 115 B. C.
From Chairman, Chamber of Commerce, Madras, dated 3rd August 1897, No. —
" " " Cocanada, " 7th " " " —
From the President District Board, Gódávari, dated 19th June 1897, No. 937.
From the Chairman, Native Chamber of Commerce, Cocanada, dated 1st August 1897, No. —

No. 134 I.

Note by the Chief Engineer for Irrigation.

The revision of the Navigation rules was undertaken for two distinct reasons, the first being that the Government of India had pointed out, in reviewing the Administration reports of 1889–90 and 1890–91, that the navigation accounts showed a deficit year after year and expressed a desire that the revenue should be increased so as to cover expenses ; and the second, the complaint of the officers of the East Coast Railway that canal traffic was unduly favoured and the railway subjected to unfair competition.

2. Before discussing the proposed rules and the objections which have been raised to them, it may be of advantage to consider in what light navigation works are regarded in other countries where the state owns or is interested in both railways and canals.

The following is the principle on which charges for navigation are by a constitutional law regulated in the German Empire :—

* Report of the fifth International Congress on Inland Navigation in France (1892).

"On all artificial waterways, no taxes shall be collected except for the utilization of special fixtures intended to facilitate traffic. These taxes, as also those collected for navigation upon artificial waterways which are State property, shall in no case exceed the expenses necessary for the maintenance and ordinary repairs of the fixtures".

Following this principle, the Government maintained about 7,000 miles of navigable waterway at an average annual expense for the ten years 1881—90 of about 12 million marks for ordinary maintenance and spent 13½ million marks in important repairs and improvements while the receipts came to only 2 millions.

In the Netherlands, most of the navigable waterways belong to the provinces or communes. The charges on State waterways were 2,18,000 florins and expenditure 12,78,000 at the date of the report and the Minister of Finance had brought in a bill for the suppression of tolls on highways and on canals belonging to the state.

In 1880, France abolished tolls on all the canals belonging to the State, nearly 8,000 miles in length, with the result that traffic rose from 2,174 millions of Kilometric tons in 1881 to 3,216 millions in 1891. In 1890, the traffic amounted to over 27 per cent. of that carried by the railways which had a length of 20,800 miles. As in Germany, in addition to the large sums spent on maintenance, there has been very large expenditure in improving the canals.

In other European countries, the waterways are almost entirely navigable rivers and the method of dealing with them presents little of interest in connection with the subject under discussion.

In the United States, the canals are nearly all free but cannot, except in a few instances, compete with railways, railway freights being so low in that country. In all the most advanced countries, the tendency is to treat canals as roads, freeing them from all charges except remuneration for services actually rendered, and looking for a return in the general increase of prosperity of the country which the canals serve. They are considered rather as complements than rivals to railways, each kind of transport being specially suitable for certain kinds of traffic. In no progressive country is any direct profit on navigation sought nor is there anywhere, as far as known, any charge made for the navigation of unimproved natural waterways.

3. In the memorandum printed with G O., No. 562 W., dated 20th February 1883, Colonel Hasted, then Chief Engineer for Irrigation, sketched the history of the navigation charges on the Gódávari, Kistna and Buckingham canals up to that year. In his recommendations to Government he laid it down as a principle that all that should be looked for is that the navigation receipts should cover the cost of maintenance excluding interest and in revising the rules he introduced the great reforms of issuing a single license for all the canals and reducing the toll stations to the number required for issuing short term licenses. His recommendations were approved by Government although they involved a large temporary loss of revenue. The result has been most marked, the traffic has grown from 27½ million ton-miles in 1884–85 to 55 millions in 1895–96 and the receipts from Rs. 1,47,079 to Rs. 2,35,573, an increase of 100 per cent. on the traffic and of 60 per cent. on the receipts in eleven years. The receipts and charges (excluding interest) have been gradually approximating. In 1894–95, there was a profit of Rs. 2,517 ; in 1895–96 a deficit of Rs. 9,353 owing to an order from the Government of India that the value of licenses for Government floating plant should not be credited to navigation. This order which has caused a decrease of nearly Rs. 11,000 in credits to navigation is apparently based on the idea that the Government boats are used only in the interest of navigation, whereas they are used chiefly for irrigation work. The accompanying diagram shows at a glance the growth of the traffic and revenue. It will be observed that the opening of the East Coast Railway in 1893 checked at once the growth of the Gódávari traffic, but has otherwise made very little impression on it. The Kistna traffic, a great part of which is through traffic, and that of the Buckingham canal, continued to show a fairly steady increase up to 1895–96 but in 1896–97 the ton-mileage of the Kistna fell a third and of the Buckingham canal a fifth.

4. In reply to the Secretary of State's Despatch, No. 3 P.W., dated 10th May 1888 in which attention had been drawn to the unremunerative character of the canals, the Madras Government forwarded a note by the Chief Engineer for Irrigation explaining how the charges were calculated, and observed that "the navigable canals of this Presidency designed as they have been as lines of communication, and as famine protective works cannot be expected to pay directly any more than roads. Indirectly they add greatly to the revenue and this is especially the case as regards the Gódávari and Kistna canals". In truth the cost of making the delta canals navigable has been paid for over and over again, as it is owing to the navigation that cultivation has extended so rapidly. The navigable canals are the chief highways of the two deltas and without them there would be no cheap and ready access to markets. It is only a couple of years ago that Government was enabled to increase the land assessment by some 11 lakhs owing to the growth of prosperity which the navigation has been one of the chief means of creating. It is not clear whether the Government of India desires that navigation should be charged with interest on cost of works in the deltas. In Colonel Hasted's memorandum above referred to, it is stated that the rule had been laid down that the receipts should not only cover the working expenses of navigation but also interest on the cost of works constructed solely in the interests of navigation. It was contemplated that, as the canals approached completion, the maintenance charges would become lighter and the receipts would increase until they were sufficient to cover all charges, but when the Gódávari completion estimates were submitted to the Government of India, all that was claimed for navigation receipts was that they should cover maintenance and nothing more than this was aimed at when the tariff of 1883 was fixed. In the Chief Engineer's note which accompanied

the despatch of 6th August 1888 to the Secretary of State, interest was, however, noted as one of the charges and the detailed accounts annually submitted to the Madras Government include interest but the figures given in the Administration reports which are forwarded to the Government of India exclude it. It is very necessary that there should be some definite settlement of this question. If interest be excluded, the receipts and charges for the three connected systems already nearly balance and only a slight enhancement of charges is required to cover loss through the competition of the railway. It is strongly recommended that the revenue be limited to the cost of maintenance including such minor improvements as are usually charged to revenue. In fact it is very doubtful whether in the face of the railway competition anything more can be aimed at without doing great injury to the traffic. It would be a public misfortune if a flourishing industry, of which Madras has so few, were destroyed or even seriously injured by high charges. If it is to be supplanted by another industry, this should be allowed to take place in accordance with the usual law of progress and without violent dislocation of trade.

5. The published draft rules had, for their main object, the prevention of competition with the railway on the direct line of canal between Madras and Cocanada, but it has not been brought to the notice of Government or apparently realized by any of the persons interested, that the scope of the rules was also greatly enlarged by including all the natural waterways between the Pálár and Cocanada. The rules are not intelligible unless read with the Canal and Ferry Act which uses such terms as canal, &c. in a special and non-conventional sense. The word "canal" in rule 4, which prescribes the vessels to be licensed, does not mean a canal in the ordinary sense, but all the waters in the lines of navigation included in the comprehensive definitions of rule I. In the rules as now corrected, it is intended to be made clear that no charge will be made for the use of natural waterways.

6. The mode in which the draft rules proposed to make the canals "feeders not rivals to the railway" or, in other words, make traffic on canals parallel to the railway impracticable except for short distances, was by making the Vasista Gódávari and Kistna dividing lines of systems and requiring a separate license for each system. The proposals express a complete re-action from the liberal and enlightened policy adopted in 1883 with such splendid results and are even more injurious than the old system in that they would hinder communication between the different parts of each delta even on lines of traffic which are nowhere near the railway.

7. A serious question of principle is involved, namely whether a Government owning two means of transport can, consistently with sound policy and justice to its subjects, practically forbid the use of one in order that the other may pay better, or rather be made to appear to pay better by comparison. There are good reasons for believing that serious and harassing interference with the trade of the canals would injure the growth not merely of the canal but of the railway traffic. The railway would get a large share of existing traffic instead of a somewhat smaller proportion of the vast traffic of the future which the railway and canals working together for the benefit of trade are capable of creating. The canal traffic should be nourished, not destroyed. It is to the interest of the whole country to have a numerous and efficient fleet ever ready to transport grain from the great food-growing deltas to convenient points for distribution by rail.

8. In England the Railway Companies were allowed to get control of many of the canals with a result which, now that England's industrial supremacy is threatened by foreign competition, is felt to be a national misfortune. The East Coast Railway officers wish to adopt the same system here, but as their extreme demands have not been supported by any of the Consulting Engineers, it may be sufficient to consider the modified proposal to tax only the through traffic between the two stations, Bezwada and Cocanada, and make the tax sufficient to prevent the boats carrying for much less than $4\frac{1}{2}$ pies per ton-mile, the rate which would enable the railway to pay its working expenses and interest on capital, if there were a good volume of traffic. Putting aside other reasons againt this proposal, it seems impossible to distinguish through

from local traffic without an inquisitorial examination of the contents and destination of boats leaving Bezwada and Cocanada, and any tax on through traffic could be very easily evaded by consigning to intermediate ports.

9. Is there after all any reason for the repeated assertion that the railway cannot get a fair amount of traffic owing to the through traffic on the canals? It is doubtful whether those who make such assertions are aware of all the difficulties under which the canal traffic is carried on. In the Godavari which is the most favoured district there is sufficient water for only nine to ten months and in the Kistna for seven to eight months of the year and during the navigation season there is frequent delay in crossing the rivers if they are in high flood. In the Buckingham canal, the river crossings frequently silt up to such an extent that traffic is impeded, and it is always stopped where the rivers happen to be in flood, until the floods subside, as there are no steamers to tow boats across. The boats are for the most part owned and worked by men of small means who earn a hard livelihood. The assertions about the profitableness of their business have never been proved. It is probable that they earn more than ordinary coolies, but they are entitled to some return on their capital in addition to the wages of their labour. The rates for boat transport vary with season and distance and as nearly as can be ascertained range between 3 and 6 pies per ton per mile, of which the present license fees and wharf charges take $\frac{1}{2}$ to $\frac{3}{4}$ pie for boats in regular employment. That there is not much margin for reduction of freights is shown by the success of the railway in the war of rates which it carried on up to a year ago. The Ellore canal is the only one on which the bulk of the traffic was through traffic, and is therefore the only one on which the transfer of through traffic to the railway can be gauged. The following was the traffic on the Ellore canal in the year the railway was opened and in subsequent years:—

	TONS.
1893–94	170,620
1894–95	141,198
1895–96	88,119
1896–97	87,039

The railway traffic between Bezwada and Cocanada in 1896 was 72,000 tons, which is nearly the amount by which the canal traffic fell off. The railway was at the time charging $2\frac{3}{4}$ pies per ton per mile, but was handicapped by the breakage of bulk and delay and exposure of goods at the Gódávari crossing. Nevertheless practically all the salt, cotton and oil-seeds which constituted the more valuable part of the canal traffic went to the railway, and there seems no reason to doubt that the railway can largely increase its rates and still keep the valuable traffic when the Gódávari bridge is completed or other arrangements made to take loaded waggons across the river. The experience of other countries all goes to show that since the great improvements of recent times in permanent way and rolling-stock, railways running in competition with canals get nearly all the more valuable traffic leaving the canals to carry goods of much bulk or little value, trade in which is affected by a very slight difference in freight. This is the case in France, where over 2,000 miles of railway run parallel to the canals. In the United States, where railway freights are very low 2,400 miles of canals have had to be abandoned, and the continuance of the use of other canals seems to depend on the possibility of constant increase in the size of vessels used. In many instances it is found that canals and railways working side by side mutually benefit one another. Germany supplies a striking instance of this. The canalization of the Main from Frankfort to Mayence was completed in 1886, the river traffic being then 150,000 tons and the rail traffic 930,000 tons. Five years later, the river traffic had increased to 700,000 and the rail traffic to 1,400,000 tons. The undersigned can find no reason for expecting that the railway, with all the advantages of expedition, cleanliness and responsibility for safe delivery which it can offer to traders should in the least fear the canal competition, and strongly recommends that all idea of differential canal charges should be rejected, not only because he thinks such charges would be impolitic and opposed to the best interests of the State, but because they cannot be shown to be of more than temporary advantage to the railway in the interests of which their imposition was contemplated.

Journal of the Society of Arts, 12th Nov. 1897.

10. The following table shows the present tariff, that proposed in the draft notification and that now proposed on the three principal navigation systems:—

Nature of vessel.	Present rates.		Proposed in draft notification.		Now proposed.	
	Annual.	Six weeks.	Annual.	Six weeks.	General license, annual.	Six weeks.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Steamers per ton—						
1 line	5 0 0	1 0 0	10 0 0	2 0 0	15 0 0	3 0 0
2 lines			15 0 0	2 0 0		
3 lines			20 0 0	3 0 0		
Cargo boats—						
1 line	2 8 0	0 8 0	2 8 0	1 0 0	..	..
2 lines			6 0 0	1 0 0		
3 lines			10 0 0	1 8 0		
Open cargo boats	..	..	..	..	..	..
Passenger boats, 1st class—					3 0 0	0 10 0
1 line	5 0 0	0 8 0	5 0 0	1 4 0	6 0 0	1 4 0
2 lines			9 0 0	1 8 0		
3 lines			14 0 0	2 0 0		
Passenger boats, 2nd class—						
1 line	3 0 0	0 8 0	3 0 0	1 0 0	..	..
2 lines			7 0 0	1 0 0		
3 lines			12 0 0	1 8 0		
Decked cargo boats and passenger boats, 2nd class	..	..	..	..	..	..
Rafts of timber 100 square feet—	..	(1 month)	..	..	4 0 0	0 13 0
1 line	..	0 8 0	..	1 8 0	..	1 0 0
2 lines	..	0 8 0				
3 lines	..	0 8 0				
Rafts of bamboos—						
1 line	..	0 [illegible] 0	..	1 0 0	..	0 8 0
2 lines	..	0 4 0				
3 lines	..	0 4 0				

This is a tariff for revenue to satisfy the objection of the Government of India that the navigation is being worked at a loss. The amount of additional revenue required to cover the present deficit and the further falling off which will occur when the Madras-Bezwada line is opened is of course purely conjectural. The rates entered are such as it is thought traffic will bear without sensible injury. The rates for annual licenses are increased 20 to 33 per cent. and for six-weeks licenses 20 to 150 per cent., the reason for the great variation in the latter case being that in the 1883 tariff a uniform rate of 8 annas was imposed in lieu of two tolls irrespective of the class of vessels. The six-weeks rates now proposed are roughly one-fifth of the annual rates. The rates for steamers are trebled. The canals are generally not deep enough for steam traffic, and steamers unless very small and worked at a low speed do much injury to the banks. It is decidedly a bad time to increase rates at all, but the increase cannot be avoided if the receipts and charges are to be made to balance.

11. With regard to the minor navigation systems, the rates for the Dumagudiem canal are largely increased in accordance with the recommendations contained in the papers printed with G.O., No. 192 I., dated 21st February 1896. The charges on the Védaraniyan canal were raised from 8 annas to 1 Rupee per ton of boat in G.O., No. 233 I., dated 16th April 1890, and bring in a revenue of about Rs. 1,000 against an expenditure of about Rs. 4,000. The District Board pays half the deficit. There is scarcely any traffic except in salt. The question of keeping up the navigation works on the Kurnool-Cuddapah canal has lately been before Government, which has decided that they should be maintained. There are 17 Government vessels on the canal and I think about six private vessels which carry about 2,000 tons of goods in a year. There are no license fees. The Chilka Lake canal traffic is something small. No returns are available. There is no charge for navigation. It seems somewhat absurd to apply this elaborate system of rules and tariff to navigation lines where there is now almost no traffic and what little there is needs encouragement, and in the case of the Dumagudiem and Védáraniyan canals to prescribe rates for passenger boats which have no existence. If Government does not object, the following alterations not referred to in previous notes will be made: (1) in the rules and notification strike

Rupee one and annas three

out all reference to the Kurnool-Cuddapah and Chilka Lake canals; (2) in the notification strike out the same canals from the list of fees and enter a uniform charge of ~~Rs. 1-3-0~~ for boats of all classes on the Dumagudiem and Védáraniyam canals. This is double what is now paid at Dumagudiem and is the same rate as sanctioned for the Védáraniyam canal so lately as 1890.

12. It is brought to the notice of Government that the fees for registration proposed in the notification are double the present fees. There seems no objection to this.

13. The chief alterations proposed in the draft rules are referred to above, and the only other which need be specially referred to is the exemption from charges for navigation of ferry vessels belonging to the District Boards when these use the canals merely to proceed to their destination.

13th April 1898.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

To

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

APPENDIX III

ABSTRACT of particular classes of goods.

Nature of cargo.	Up traffic.				Down traffic.				Total tonnage both ways.			
	1893-94.	1894-95.	1895-96.	1896-97.	1893-94.	1894-95.	1895-96.	1896-97.	1893-94.	1894-95.	1895-96.	1896-97.
1	2	3	4	5	6	7	8	9	10	11	12	13
Gódávari Canals.	TONS.	TONS	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
4. and 5. Paddy, rice and other food-grains	47,524	65,475	39,984	52,146	36,575	48,775	40,356	45,669	84,099	1,14,250	80,340	97,815
10. Oil-seeds	21,648	17,800	13,439	10,242	22,626	23,608	16,859	23,599	44,274	41,408	30,298	33,841
11. Provisions	4,108	6,774	9,860	9,311	5,997	5,994	4,750	5,655	10,105	12,768	14,610	14,966
12. Salt	5,366	4,594	5,266	9,493	1,603	1,732	1,852	2,217	6,969	6,326	7,118	11,710
14. Sugar	3,536	4,217	4,721	2,704	14,247	15,169	14,639	6,223	17,783	19,386	19,360	8,927
15. Tobacco	2,121	1,581	3,343	2,020	2,618	2,219	3,677	7,710	4,739	3,800	7,020	9,730
17. Miscellaneous goods	8,118	8,565	8,913	12,597	5,967	6,090	7,126	10,740	14,085	14,655	16,039	23,337
18. Timber	597	322	732	666	12,044	3,570	2,933	3,283	12,641	3,892	3,665	3,949
21. Coal and Coke	3,136	228	13	7	1,850	603	426	93	4,986	831	439	100
Kistna Canals.												
4. and 5. Paddy, rice and other food-grains	40,852	36,347	44,804	17,569	33,331	41,838	42,419	26,672	74,183	78,185	87,223	44,241
10. Oil-seeds	473	242	539	597	19,321	15,076	18,963	8,627	19,794	15,318	19,502	9,224
11. Provisions	7,320	6,119	5,979	5,273	3,936	3,643	4,973	4,517	11,256	9,762	10,952	9,790
12. Salt	11,066	13,955	15,529	13,025	1,676	2,375	1,994	1,415	12,742	16,330	17,523	14,440
14. Sugar	2,500	2,632	1,568	1,060	561	633	738	494	3,061	3,265	2,306	1,554
15. Tobacco	513	398	586	299	1,608	1,900	3,531	1,766	2,121	2,298	4,117	2,065
17. Miscellaneous goods	4,401	2,965	4,596	5,240	4,516	4,095	5,229	5,322	8,917	7,060	9,825	10,562
18. Timber	3,108	2,546	2,647	2,913	2,022	1,659	1,754	3,055	5,130	4,205	4,401	5,968
21. Coal and Coke	2,579	1,107	894	1,362	15,145	22,912	33,423	22,175	17,724	24,019	34,317	23,537
Buckingham Canal.												
4. and 5. Paddy, rice and other food-grains	51,288	53,075	55,585	31,082	1,576	242	225	431	52,864	53,317	55,760	31,513
10. Oil-seeds	2,547	484	3,190	3,205	..	4	..	5	2,547	488	3,190	3,210
11. Provisions	9,710	13,837	13,864	12,672	1,086	808	1,557	2,572	10,796	14,645	15,421	15,244
12. Salt	45,459	51,795	98,341	89,127	..	..	6	2	45,459	51,795	98,347	89,129
14. Sugar	417	470	339	449	71	49	126	120	488	519	465	569
15. Tobacco	72	87	96	63	3	5	28	4	75	92	124	77
17. Miscellaneous goods	4,736	7,425	7,767	5,735	5,077	5,376	5,416	7,991	9,813	12,801	13,183	13,726
18. Timber	31	43	135	479	1,334	1,458	2,754	2,236	1,365	1,501	2,889	2,715
21. Coal and Coke	14,120	26,245	26,847	33,325	..	..	11	17	14,120	26,245	26,858	33,342

APPENDIX III—*cont.*

Abstract of particular classes of goods—*cont.*

Nature of cargo.	Ton mileage.				Distance of carriage.				Number of passengers.			
	1893–94.	1894–95.	1895–96.	1896–97.	1893–94.	1894–95.	1895–96.	1896–97.	1893–94.	1894–95.	1895–96.	1896–97.
	14	15	16	17	18	19	20	21	22	23	24	25
Godavari Canals.												
4. & 5. Paddy, rice and other food-grains	..	..	2,199,621	2,540,834	..	..	27	26				
10. Oil-seeds	..	..	353,319	975,128	..	..	28	30				
11. Provisions	..	..	365,110	463,239	..	..	25	31				
12. Salt	..	..	193,076	391,284	..	..	27	33				
14. Sugar	..	..	474,614	172,902	..	..	24	19	287,548	2,56,612	2,41,150	2,28,112
15. Tobacco	..	..	201,487	231,150	..	..	28	24				
17. Miscellaneous goods	..	..	429,208	582,957	..	..	27	25				
18. Timber	..	..	123,821	145,905	..	..	34	37				
21. Coal and coke	..	..	9,766	1,478	..	..	22	15				
Kistna Canals.												
4. & 5. Paddy, rice and other food-grains	..	..	3,855,615	4,345,589	5,330,316	2,622,921	52	55	61	59		
10. Oil-seeds	..	..	806,252	545,551	722,614	319,075	40	35	37	35		
11. Provisions	..	..	482,086	425,801	579,006	504,024	43	43	53	51		
12. Salt	..	..	706,711	973,143	1,114,000	959,349	56	59	64	66		
14. Sugar	..	..	143,359	136,743	95,621	59,745	47	42	41	38	129,928	1,17,337	1,23,212	97,143
15. Tobacco	..	..	90,923	99,662	143,923	89,902	42	43	35	44				
17. Miscellaneous goods	..	..	409,920	383,718	586,883	556,456	46	54	60	52				
18. Timber	..	..	224,918	195,377	205,417	301,318	44	46	47	50				
21. Coal and coke	..	..	1,294,014	1934,713	2,724,738	1,863,733	73	80	79	79				
Buckingham Canal.												
4. and 5. Paddy, rice and other food-grains	..	..	8,558,008	8,383,065	8,401,039	4,178,318	162	157	150	133				
10. Oil-seeds	..	..	488,932	80,557	603,170	609,683	192	165	189	190				
11. Provisions	..	..	1,350,951	2,072,424	2,210,936	2,058,568	125	142	143	135				
12. Salt	..	..	756,534	879,227	1,563,348	1,383,057	14	17	15	16				
14. Sugar	..	..	39,187	48,912	49,376	50,717	80	94	106	89	88,839	93,825	1,01,262	78,492
15. Tobacco	..	..	13,885	16,243	20,431	12,654	185	176	165	165				
17. Miscellaneous goods	..	..	1,678,944	1,712,550	1,594,211	1,144,448	171	134	121	83				
18. Timber	..	..	146,659	165,017	321,235	338,932	108	110	111	125				
21. Coal and coke	..	..	2,733,340	5,116,468	5,226,452	6,516,825	194	195	195	196				

Appendix IV

STATEMENT of Traffic Receipts and Charges on navigable canals—Results without interest on Capital (1) dele

Year.	Gódávari canals. Charges excluding interest.	Receipts.	Difference.	Remarks.	Kistna canals. Charges excluding interest.	Receipts.	Difference.	Remarks.	Buckingham canal. Charges excluding interest.	Receipts.	Difference.	Remarks.
	RS.	RS.	RS.		RS.	RS.	RS.		RS.	RS.	RS.	
1884-85	84,986	80,731	—4,255		61,819	19,160	— 42,659		99,077	47,188	— 51,889	Under Public Works Code, Volume II, Chapter III, paragraph 348, interest is *not* charged on the Buckingham canal which is classed under "43. Minor Works and Navigation—Provincial."
1885-86	78,407	78,852	445		67,079	23,331	— 43,748		1,34,454	54,593	— 79,861	
1886-87	66,892	86,893	20,001		78,284	24,045	— 54,239		1,12,901	60,949	— 51,952	
1887-88	70,435	1,01,390	30,955		58,246	30,283	— 27,963		1,38,468	69,140	— 69,328	
1888-89	74,788	93,271	18,483		52,829	31,691	— 21,138		1,27,659	72,214	— 55,445	
1889-90	67,557	94,253	26,696		58,837	28,643	— 30,194		1,51,919	75,747	— 76,172	
1890-91	74,524	96,600	22,076		61,656	32,925	— 28,731		1,17,696	88,012	— 29,684	
1891-92	72,943	96,287	23,344		70,327	34,246	— 36,081		1,72,868	98,269	— 74,599	
1892-93	87,905	1,02,122	14,217		65,011	37,116	— 27,895		1,18,347	99,757	— 18,590	
1893-94	71,008	1,01,660	30,652		68,284	34,634	— 33,650		1,24,493	1,08,291	— 16,202	
1894-95	81,261	1,03,626	22,365		64,961	37,222	— 27,739		1,01,536	1,09,427	7,891	
1895-96	77,270	90,468	13,198		71,638	36,731	— 34,907		96,023	1,08,374	12,351	

Note.—(1) The figures showing "charges" and "receipts" of the Gódávari and Kistna canals have been taken from the Proceedings of Madras Government passing orders on the annual statements of Navigation receipts and charges for those canals.

(2) The figures showing "charges" and "receipts" of the Buckingham canal represent the total charges and the total receipts entered in the "statements of Financial results" of the canal printed in the annual Irrigation Administration report.

Charges for Gódávari and Kistna.

(1) Lock establishment.
(2) Lock and weir repairs.
(3) Navigation buildings.
(4) Tow path maintenance.
(5) Dredging.
(6) Miscellaneous.
(7) Share, canal maintenance.

Charges for Buckingham canal.

(1) Extensions and improvements.
(2) Maintenance and repairs.
(3) Establishment.
(4) Tools and plant.
(5) Indirect charges { Capitalised of land revenue. Leave & pension allowances.

abatement

Receipts for Gódávari include

License and tolls, Government and private.
Rents on canal berms.
Profit on boat office.

dele

Receipts for Kistna include.

License and tolls on Government, private and boats.

Receipts for Buckingham canal include

License and toll-fees.
Wharfage-fees.
Sundries.

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No. 319 I., 18TH APRIL 1898.

NAVIGATION RULES UNDER ACT II OF 1890.

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No. 319 I., 18TH APRIL 1898.

NOTIFICATION.

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 15th May 1898, 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 Dumagudiem canal, Gódávari district.
The Gódávari canals, consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Gódávari district, south and east of Rajahmundry.
The Kistna canals, consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Kistna district.
The Buckingham canal, consisting of the artificial reaches of the canal and such portions of the rivers, backwaters and estuaries connected with it as are necessary for navigation between the reaches in the Nellore, Chingleput and South Arcot districts and Madras town.
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 artificial 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 line or connected lines of navigation, 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. Boats which have not been previously licensed must be taken to a licensing station for measurement.

6. *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.

7. *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.

8. *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.

9. *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.

10. *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.

11. *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 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.

12. *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.

13. *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.

14. *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.

15. *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.

16. *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.

17. *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.

18. *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.

19. *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.

20. *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.

21. *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.

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22. *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.

23. *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.

24. *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. Ferry vessels belonging to a District Board proceeding to their destination and not plying for traffic shall be allowed to pass through the canals free of charge on written permit from the Executive Engineer.

IV.—WHARVES.

25. *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.

26. *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.

27. *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.

28. *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.

29. *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.

30. *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.

31. *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.

32. *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.

33. *Dimensions of vessels and rafts.*—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.

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.

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.

34. *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.

35. *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.

36. *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.

37. *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 bull's 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.

38. *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.

39. *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.

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

41. *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.

42. *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.

43. *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.

44. *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.

45. *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 and upon the counterpart, but if the counterpart is not in his possession, he shall communicate the fact of suspension to the officer who issued the license. 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.

46. *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.

47. *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.

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(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.

48. *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.

49. *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.

50. *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.

51. *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.*)

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.

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				

No. 319 I., 18TH APRIL 1898.

6. *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.

7. *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.

8. *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.

28. *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.

41. *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.

42. *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.

44. *Limit of Canal officer's powers.*—A canal officer may, on account of the infringement of any provision 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 *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.

50. *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.

6. *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.

7. *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, after 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.

8. *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.

28. *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.

41. *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.

42. *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.

44. *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 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. *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.

50. *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.

No. 877 I., 18TH APRIL 1898.

FORM B. (*Vide* Rule 17.)

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 17.)

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.*)

No. 319 I., 18TH APRIL 1898.

FORM C. (*Vide* Rule 18.)

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	0	0	8
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 18.)

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	0	0	8
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.*)

28. *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. *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.

46. *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.

47. *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.

48. *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.

28. *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. *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.

46. *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.

47. *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.

48. *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.

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FORM D. (*Vide* Rule 19.)

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 ½ 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				

FORM D. (*Vide* Rule 19.)

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

(*The above form to be printed on paper of ½ 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				

28. *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.

41. *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.

42. *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.

44. *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. *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.

49. *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.

50. *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.

28. *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.

41. *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.

42. *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.

44. *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 *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.

49. *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.

50. *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 24.)

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 24.)

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 29.)

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.*)

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No. 319 I., 18th April 1898.

FORM G. (*Vide* Rule 42.)

Inspection Certificate.

The steam vessel bearing No. ____ of _____ has been inspected in accordance with paragraph 42 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.*)

27

28

FORM H. (*Vide* Rule 45.)

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 45.)

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. 319 I., 18TH APRIL 1898.

No. 319 I., 18TH APRIL 1898.

29 ~~29~~

NOTIFICATION.

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 15th May 1898, be in force on the lines of navigation defined in the margin.

The Dumagudiem canal, Gódávari district.
The Gódávari canals consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Gódávari district, south and east of Rajahmundry.
The Kistna canals consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Kistna district.
The Buckingham canal consisting of the artificial reaches of the canal and such portions of the rivers, backwaters and estuaries connected with it as are necessary for navigation between the reaches, in the Nellore, Chingleput and South Arcot districts and Madras town.
The Védáranniyam canal in the Tanjore district.

FEES FOR LICENSING.

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

	Annual. RS. A. P.	Six weeks. RS. A. P.
Steamers per ton of registered tonnage ...	15 0 0	3 0 0
Open cargo boats do. do. ...	3 0 0	0 10 0
Passenger boats, 1st class, do. ...	6 0 0	1 4 0
Passenger boats, 2nd class, and decked cargo boats, per ton of registered tonnage	4 0 0	0 13 0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof	...	1 0 0
Rafts of bamboos per 100 square feet or fraction thereof	...	0 8 0

For either of the two lines of Navigation, the Dumagudiem and Védáranniyam Canals.

Boats per ton of registered tonnage	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 the three lines of Navigation, the Gódavari, 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 either of the two lines of Navigation, the Dumagudiem and Vedaranniyam 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

30

DEMURRAGE FEES.	Six weeks. RS. A. P.
Vessels remaining at any of the wharves for more than seven days per ton of registered tonnage for every day or portion thereof	0 1 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. All tidal locks.
The Kistna canals	Bezwada	Bezwada lock. Seetanagaram do. All tidal locks. All wharves.
The Buckingham canal	Madras Boat basin ...	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. Tsandole. Vellatur. Romperu Lock.
The Buckingham canal	Kottapatnam. Woollapolliem. Iskapalli. Mypaud. Muthukur. Madras Boat basin. Madras Elephant Gate. Madras Trevelyan wharf. Chintadripett. Barber's Bridge. Mylapore. Papanchavady.

Order—No. 319 I., dated 18th April 1898.

The Government, after considering all the objections urged against the draft rules and notification published with G.O., No. 162 I., dated 15th February 1897, resolves to accept the amendments proposed by the Chief Engineer for Irrigation. The amended rules and notification will have effect from the 15th May 1898 and will be published in the *Fort St. George Gazette* and Gazettes of the districts concerned.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.
" Superintending Engineer, I Circle.
" " " II "
" " " III "
" " " V "
" Consulting Engineer for Railways.
" Revenue Department.
" Local and Municipal Department.
" Advocate-General.
" Judicial Department.
" Legislative Department.
" Superintendent, Government Press,
with rules and notification.

Exd. A. F. Eccleston.

IRRIGATION.
ACCOUNT.

Navigation Rules

Accepting the amendments in the draft — and notifications published with G.O., No. 162 I., dated 15th February 1897, proposed by the Chief Engineer for Irrigation, stating that the amended rules and notification will have effect from 15th May 1898, and directing their publication in the *Fort St. George Gazette* and Gazettes of the districts concerned.

Very Urgent

Please correct & strike off at the required number of copies. G.O. must issue as soon as possible with 23 copies of each of the diagrams (appendices nos I & II) will be at 5 p.m. which please have stitched with 23 copies of the G.O. for presentation. Other copies may be stitched without the diagrams.

I.C.R. Romanis
Manager, Office of the Chief Engr
for S.
27/4/85

Further corrections made, which have carried out & required number of copies struck off at once

I.C.R. Romanis
Asst Engr
28/4/85

with 23 copies of diagrams 5.45 p.m.

CURRENT FILE.

To The Joint Secretary to the Government
Irrigation department

Most Honourable

The humble petition of

Gangadharam Pandit of Dharapuram

Naicker —

We humbly beg to state that we are keeping toll on our boats at the rate of Rs 1 per ton for down time and Rs 2-8-0 per ton for down time. Now it is said that the toll rate have been enhanced which is very intiable to put unbearable burden on the shoulders of the poor in the famine days We have already had indebted to the people owing to the heavy taxation. As the railway communication has been introduced for the districts there is no work at all for boats. Hence the profits we can get from the boats transactions have been relatively very poor

So We humbly beg that

CHIEF ENGINEER FOR IRRIGATION. 17 JUIL. 1897 No. A1499

rates of toll on boats and protect us.

6-5-97

1 Mirji Murasahib
2 Pasupi Ramaswamy
3 Sultan Murasahib
4 Ramanada Satayya
5 Do Venkataswamy
6 Nagiri Venkatratnam
7 Chinta Subbarayudu
8 Do Venkata Subbarayudu

CHIEF ENGINEER FOR IRRIGATION 11 MAY 1897

goods
s we
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heir

JOINT SECRETARY TO GOVERNMENT.

CHIEF ENGINEER FOR IRRIGATION. 17 MAY 1897

Public Works Department,
Irrigation Branch.
MADRAS.

The humble representation of the under signed Boat Owner's
of *Taluk Godavari District.*

SIR,

The Petitioners humbly beg to inform to your honor the follow-
s, into your kind consideration, shewing the difficulties caused by the new
Code.

Though we are undergoing with much difficulties hitherto, by mortgaging for the following expenses.

1. For paying the total license of Rs. 2-8-0 per Ton.
2. „ paying the Salaries & food of the boat lascars.
3. Cost of repairing in every year.

Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us, to pay the different rates for canal?

It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0,
do. do. in returning from Cocanada to Narasapur for 4 days. } —Rs. 3-0-0.
Salaries of the boat lascars 4 for 10 days at annas 2 per day. —Rs. 5-0-0.

Total Rs... 12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II. No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

(*b*) Any how if we can get any goods for conveying to Madras and we are getti some more higher rates, and by that we are paying license. By these navigation rules we cannot get any profit.

III. Once or twice we have to convey the goods such as concrete iron
and wooden from Ellore and in D. P. W. and Local Fund department
can get nothing. Because if we ask them they will say that we must at
to their office when the bill is passed. It is difficult to go there when t
bill is passed.

IV. We got no any other sources for maintaining our families as we got no a
Inam lands or any employments except in pushing out the boats. Moreov
the dreadful famine is teasing everybody and it seems it will be very difficul
to live in.

V. Therefore we most respectfully beg your honor will be kind enough to lessen
the license of Rs. $2\frac{1}{2}$ per ton and to correct the new navigation rules.

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

CHIEF ENGINEER FOR IRRIGATION.
10 MAY 1897
No. R.S.G.D.

this portion of the District gives the
employment to all of our boats as it is the
most grain producing portion of this district
blocked thereby plainly that all our boats
will have to be tied up the railway to
enjoy the benefit

5) If the increased rates should com
into force & your petitioners have to pa
Rs 1:10 per ton, this will be as much as pay
the amount of the full value of the boa
As it is since the railways construc
have found it most difficult to
present license fees, pays of lascars, repa
boats & other minor items which
a lot of money & if the new rates are im
it will be simply taking the food fro
mouths, and the only means of livelih
remove from us.

(6) That from our infancy we have b
brought up & trained as boat men
have learnt. No other trade & how
boats are not in work our only means of
earning will be taken from us & Gov
will be the cause of reducing to starva
12,000 families or nearly 48,000 peop
of this district.

(7) If your honor will be pleased
consider all the few points we have
to your honors notice & there been many

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

Most Honored Sir

The humble representation of Cargo boat owners of Dowlaiswaram, do now approach your honor, in accordance to notification issued in Gazette about the new navigation Rules that will be enforced, Sheweth.

1. That since the construction of anicut by Sr. Arthur Cotton K.C.S.I. in 1848. encouragement was given to ryots to ——— two water for irrigation & for the construction boats, so that Government may recover the income derived therefrom to cover the large expenditure then incurred. At first boats were allowed free use of canals a nominal charge of Rs:0-8-0 per ton of 75. lbs. was charged & it was thus continued till it reached the present standard of Rs: 2-8-0 per ton for the use of all canals this was done after great considerations all the high officials then over the depart-ment. By Government encouraging the canals now have a large number of boats & vast amount of money is invested in them. In this District alone there are 2000. boats giving a livelihood to about families.

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you honor will find the great need of keeping the present rate. Your honor Government is a beneficient one which tries to encourage the people under it in every respect & now has a thunder bolt to us by increasing the license fees for boats appears that it wants to suppress us poor people, whose only means of livelihood by plying boats.

If your honor will compare the traffic returns last year & those of previous years will find great falling off in boat traffic which clearly shows that the construction of the Railway has done this, this alone should make your honor rather reduce than increase the license fees. We therefore humbly beg to bring this to your honors notice as your honor knows well the whole of this District & the Northern boats now as well as what it used to be before & we humbly beg to approach your honor with full hope & confidence that our petition will be submitted with your honors recommendation

We beg to remain Sir

12th May 1897.

Your most obedient servants.

(Signed) Rakota Pitha Appalaswamy
Mylapilli Ramaswamy (Mark of) Mylapilli Krishnamma
(Mark of) Parimella Bhogiah (Mark of) Gauta Sathiah
(Mark of) Mylapilli Bhaskara (Mark of) Komara Thathiah
(Mark of) Mylapilli Appadu (Mark of) Mylapilli Poliah
(Mark of) Kadiri Appadu (Mark of) Gunta

Yanam
28/4/97.

The Honourable Joint Secretary
State for India in Council & the Government
of India Irigation department.
Madras.

The humble petition
presented by Bommoniy Miramma of Yanam
Godavary district shows th. that;—

I had ae given two
Boats before the construction of Aricut and
was then obliged to furnish to that construction
the several supplies that I could such as the
supply of stones, Sand and chunam &c. These two
boats have been still maintaining fourteen
families of fourteen Lascars as well as the owners.
when there was no duty. At the commencem
the Government had fixed the tonnage at one
Rupee per ton and here after it was raised to
Rs 2/8. The above fourteen Lascars are
quite necessary to discharge the duties
thereon. for these two Boats. But nowaday
there is no profit at all. These boats
have been adding a debt of Rs 211 year

RECEIVED
IRRIGATION ENGINEER
GODAVARI IRRIGATION.
17 APR 1897
No. 2990

By the new Navigation Rules the
usual that can be filed on Rs: 2-8-
now before, will now be charged Rs: 10-0-
about 4 times as much. For what reason
this unusual amount has been advised
by Government we are unable to assign
any reasons except that it is with the intent
getting rid of our boats using the canals
all traffic to go to the East Coast Railway
Lascars since the construction of the Railway
because our boats have not as much work
formerly i.e. all the cargo
had previously
brought from Jaggiapeta
now brought by the Railway
former place & bamboos are
brought from Vizianagaram side in competition
the up rivers bamboos. Not only this, but the
Railway have put in nearly all canals, transit
boats to all the principal cargo loading out
stations, thus blocking what ought to be our
freight is now going to the Railway. If your
honor should consider these points a little
give your honor a fair idea of the great
ues being sustained by us & to raise
license fees now will be a piece of grea
of tion
at your petitioners see with the greates
strike that the large portions of the Godava
District from Rajamundry to Ellore Dy.
whole of the Western Division has been
algamated into the Kistna Dist

By the [illegible] income that the
Renn. sale these boats.
but found no buyer as the costs are
too heavy.

I have the honour to show
the account in a simple detail. My boats
will make yearly one voyage to Moor as from
Coccanada at the rate of 4/6 per kale. Two
to Moogunbela. two to Ganapaumam and two
to Ellore and two to Bezwada.
The two Boats will carry 700 kales.
My two Boats produce me in the following
Damans.

For two Voyages from Moogunbela to Coccanada at the rate of annas 3 per kale	Rs-0-0	262-00.
For one Voyage from Moor as to Cranada at the rate of annas 6 per kale		262-8-0
For two voyages from Ganapaumam to Coccanada at the rate of one anna per kale		87-8-0.
For two Voyages from Ellore to Coccanada at the rate of one anna three pies per kale		159-0-0
For two Voyages from Bezwada to Coccanada at the rate of 2 annas a kale		300-00.
Total Income -		1071-00.

Expenses

Monthly pay for 14 Lascars at the rate of Rs 7- Each -		980-00.
Tonnage		115-00
Repairs		100-00
My Maintaince.		200-00
		1445-
Loss in a year		Rs 374.

Consequently I humbly beg your
honour to reduce the rate of license to
the ancient rate and save me from being
fallen into debts.

I beg to remain
Sir,
your most obedient Servant
X Mark of Bommidy Mranna

By the Hon' Manager

To

IA COURT FEE INDIA
EIGHT ANNAS

2
21/6/97

The Gouernament joint Secretary
Irrigation Department
Madras

The humble petitioner Kaladi Ranganayakulu
an inhabitant of Tallaram Cocanada Divin,
Godauery Dist, brings the few following lines
into your kind Consideration.

CHIEF ENGINEER
FOR IRRIGATION.
17 JUN. 1897
N2945

Most Respected
Sir!

The petitioner has a boat, which licensed
to go away in the cannals in Godauery Dist,
he is paying the tonage Rs 2-8-0 for that boat
since a long time. Now the tonage was
increased than usual. It is the only proffession
to protect his family which has a large numbe
of poor members. How can this family protect
by this boat paying salaries to the loscars
an increased tonage. Therefore the petitioner
humbly begs your honours to remove the
increased tonage and sanction the usual
tonage as before. I beg to remain Sir

27th April 1897 your most obedient and
Tallaram humble Servant

By the Post

CHIEF ENGINEER
FOR IRRIGATION.
6- MAY. 1897
No. 1886

2
7/6/97

To the Government of Madras

LOCAL & MUNICIPAL DEPTT
RECEIVED No. 1322

Most honourable Lord

CHIEF SECRETARY
6 MAY 1897
GOVERNMENT OF MADRAS
LOCAL & MUNICIPAL DEPARTMENT

We the undersigned petitioners of Mukkasahib & Sundarapalem hamlets of Nakkaveera Narsapur Taluk W. G. etc

Most humbly We humbly beg to state that we are praying tolls on our boats at the rate of Re 1 per ton for some time now it is said that the toll rate have been enhanced. It is very petitable to put intolerable burden on the shoulders of the poor in these famine days We have already been indebted to the people owing to the heavy taxation as the railway communication has been introduced into the districts there is no work at all for the boats hence the profits we derive from the boat transactions are comparatively very poor.

2. So we humbly beg to enhance the present rates of tolls on boats and protect us.

6/5/97

We humbly beg
to remain
honoured Sir

1 Shaik Imam Sahib
2 Pasangi Ramaswamy
3 Anko di Veerasallu
4 Pommanda Satyam
5 Venkataswamy
6 Chappidi Venkatratnam
7 Chinta Subbarayudu
8 Chinta Subbarayudu
9 Dhanorajoo
10 Venkatnaidu
11 Do Kuntaswamy
12 Do Mungam
13 Lakshmayya

No. I 90 G.D.

Forwarded to the Supdg Engineer First Circle in continuation of this office Memo No. I 84 G.D. dt 25-5-97

By order

Asst Chief Engineer

Dated 1st June 1897

CHIEF ENGINEER FOR IRRIGATION. 3-JUN. 1897 No. 11744

CHIEF ENGINEER FOR IRRIGATION. 7 JUN. 1897 No. R 12940

SUPERINTENDING ENGINEER 1/336 1 JUN. 97 FIRST CIRCLE

To

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,

Irrigation Branch.

MADRAS.

The humble representation of the under signed Boat Owner's of Narspur Taluk Godavari District.

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines, into your kind consideration, shewing the difficulties caused by the new Navigation Code.

1st. Though we are undergoing with much difficulties hitherto, by mortgaging the boats for the following expenses.

1. For paying the total license of Rs. 2-8-0 per Ton.
2. „ paying the Salaries & food of the boat lascars.
3. Cost of repairing in every year.
4. Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us, to pay the different rates for every canal?

(*a*) It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0,
do. do. in returning from Cocanada to Narasapur for 4 days. } —Rs. 3-0-0.
Salaries of the boat lascars 4 for 10 days at annas 2 per day.—Rs. 5-0-0.

Total Rs. 12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II. No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

(*b*) Any how if we can get any goods for conveying to Madras and we are getting some more higher rates, and by that we are paying license. By these new navigation rules we cannot get any profit.

CHIEF ENGINEER
FOR IRRIGATION.
17 MAR. 1897
No. R.106 GW

III. ...ce or twice we have to convey the goods such as concrete iron goods and wooden from Ellore and in D. P. W. and Local Fund departments we can get nothing. Because if we ask them they will say that we must attend to their office when the bill is passed. It is difficult to go there when their bill is passed.

IV. We got no any other sources for maintaining our families as we got no any Inam lands or any employments except in pushing out the boats. Moreover the dreadful famine is teasing everybody and it seems it will be very difficult to live in.

V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

1 Ponnamanda Gangaih
2 Ponnamanda Seshiah
3 Karri Narayudu
4 Karri Veeraswami
5 Kollati Venkatasawmi

17 JUN 1897

8/4/5/97

Kamarajulanka
Narsapur Taluk
Godavary Dt.

To

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,
Irrigation Branch.
MADRAS.

The humble representation of the under signed Boat Owner's of Taluk Godavari District.

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines, into your kind consideration, shewing the difficulties caused by the new Navigation Code.

1. Though we are undergoing with much difficulties hitherto, by mortgaging the boats for the following expenses.

   1. For paying the total license of Rs. 2-8-0 per Ton.
   2. „ paying the Salaries & food of the boat lascars.
   3. Cost of repairing in every year.

4. Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us, to pay the different rates for every canal?

(*a*) It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0,
do. do. in returning from Cocanada to Narasapur for 4 days. —Rs. 3-0-0.
Salaries of the boat lascars 4 for 10 days at annas 2 per day. —Rs. 5-0-0.

Total Rs. 12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II. No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

(*b*) Any how if we can get any goods for conveying to Madras and we are getting some more higher rates, and by that we are paying license. By these new navigation rules we cannot get any profit.

Public Works (1897) Department

CHIEF ENGINEER FOR IRRIGATION. 18 MAY. 1897 No. [illegible]

Current No: 48

(2) Recd: 17.5.97

III. Once or twice we have to convey the goods such as concrete iron goods and wooden from Ellore and in D. P. W. and Local Fund departments we can get nothing. Because if we ask them they will say that we must attend to their office when the bill is passed. It is difficult to go there when their bill is passed.

IV. We got no any other sources for maintaining our families as we got no any Inam lands or any employments except in pushing out the boats. Moreover the dreadful famine is teasing everybody and it seems it will be very difficult to live in.

V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

CHIEF ENGINEER FOR IRRIGATION. 17 JUN. 1897 No. 1299

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

[illegible]

(3)

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(3)

Sch 4 Ind. Supply & Disp.

LCH 1897

To

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,

Irrigation Branch.

MADRAS.

The humble representation of the under signed Boat Owner's of Narsapur Taluk Godavari District.

of Perupalem

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines, into your kind consideration, shewing the difficulties caused by the new Navigation Code.

1. Though we are undergoing with much difficulties hitherto, by mortgaging the boats for the following expenses.
   1. For paying the total license of Rs. 2-8-0 per Ton.
   2. „ paying the Salaries & food of the boat lascars.
   3. Cost of repairing in every year.
4. Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us, to pay the different rates for every canal?

(*a*) It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0,
do. . do. in returning from Cocanada to Narasapur for 4 days. } —Rs. 3-0-0.
Salaries of the boat lascars 4 for 10 days at annas 2 per day.—Rs. 5-0-0.

Total Rs...12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II. No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

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CHIEF ENGINEER FOR IRRIGATION. 17 MAY 1897 No 3/96

III. Once or twice we have to convey the goods such as concrete iron goods and wooden from Ellore and in D. P. W. and Local Fund departments we can get nothing. Because if we ask them they will say that we must attend to their office when the bill is passed. It is difficult to go there when their bill is passed.

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Petitioners.

7th May 1897

~~28th April~~ 1897.

Marks of-

1 Tirumany kursimahan
2 " Do " Swamy
3 " Do " China Ramaswamy
4 " Do " Maraiah
5 " Do " Kursimaiah
6 " Do " Ramaswamy
7 " Do " Kollati Soobbarayd
8 " Do Venkataswamy

CHIEF ENGINEER FOR IRRIGATION. 7 JUN 1897 R 12995 5

To

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

Most Honored Sir,

We the humble representation of cargo boat owners of Polavaiswaram do now approach your honor, in accordance to notification issued in Gazette about the new Navigation Rules that will be enforced, Sheweth.

1. That since the construction of anicuts by Sir, Arthur Cotton K.C.S.I. in 1848, every encouragement was given to Ryots to use water for Irrigation and for the construction of boats, so that Government may reap the income derived therefrom to cover the large expenditure then incurred. At first the boats were allowed free use of canals, then a nominal charge of 8 annas per ton of 75 cubic feet was charged & it was thus continuously raised till it reached the present standard of Rs: 2-8-0 per ton for the use of all canals, this was done after great consideration by all the high officials then over the Department. By Government encouraging us, the canals now have a large number of boats & a vast amount of money spent on them. In this District alone there are about 2,000 boats giving a livelihood to about 12,000 families.

By the new Navigation Rules the same canals that can be plied on Rs: 2-8- per ton before, will now be charged Rs: 10- or about 4 times as much. For what reason this unusual amount has been arrived at by Government we are unable to assign any reasons except that it is with the intention of getting rid of our boats using the canals & for all traffic to go to the East Coast Railway.

3. Since the construction of the Railway 3 years ago our boats have not as much work as we have had previously, i.e. all the cargo that ought to be brought from Jaggiapeta & up rivers is now brought by the Railway from the former place & bamboos are brought from Vizianagaram side in competition of the up river bamboos. Not only this, but the railway have put in nearly all canals, transit boats to all the principal cargo loading out stations, thus blocking what ought to be our freight is now going to the railway. If your honor should consider these points alone will give your honor a fair idea of the great losses being sustained by us & to raise our license fees now will be a piece of great injustice.

4) That your petitioners see with the greatest surprise that the large portion of the Godavari District from Vizeswaram to Ellore & & the whole of the Western Division has been amalgamated in the Kistna District. This portion of the gives the greatest employment to all of our boats as it is the most grain producing portions & this being blocked thus placing that all of our boats will have to be tied up & the railway to enjoy the benefit.

5. If the increased rates should come into force & your petitioners have to pay Rs: 10- per ton this will be as much as paying the amount of the full value of the boat itself. As it is since the railways construction we have found it most difficult to pay for the present license fees, pays of last cadjan repairs to boats & other minor items which costs us a lot of money & if the new rates are imposed it will be simply taking the food from our mouths, and the only means of livelihood remove from us.

6. That from our infancy we have been brought up & trained as boat men & we have learnt no other trade & now if our boats are not in work our only means of earning will be taken from us & Government will be the cause of reducing to starvation 12,000 families or nearly 40,000 people of this dist.

7) If your honor will be pleased to consider all the few points we have brought to your honor's notice (& there been many more which if written will try your honor's patience) your honor will find the great need of keeping the present rate your honor & Government is a beneficient

To

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,

Irrigation Branch.

MADRAS.

The humble representation of the under signed Boat Owner's of Narsapur Taluk Godavari District.

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ove which their to encourage the people under it in every respect. Now shall the under bolt to rise by increasing the license fees four fold appears that it tries to suppress us poor people, whose only means of livelihood is by plying boats.

8) If your honor will compare the traffic returns of last years those of previous years will find a great falling off in boat traffic which clearly shows that the construction of the railway has done this, this alone should make your honor rather reduce than increase the license fees. We therefore humbly beg to bring all these to your honors notice with full hopes & confidence that our representation will be given due consideration before finally getting the new navigation rules into force.

ENGINEER IRRIGATION. 7 JUN. 1897 R1294

We beg to remain

Sir

Your most obedient servants.

2nd May/97.

(Signed) Rakota Reddi Appalaswamy

(mark of) Mylapalli Ramaswamy × (mark of) Mylapilli Krishnamma ×

(mark of) Parimella Bhogiah × (mark of) Gunta Sathiah ×

(mark of) Meruva Papiah × (mark of) Komara Thathiah ×

(mark of) Mylapilli Rappaso × (mark of) Mylapilli Dhiah ×

(mark of) Nadakuduru Appaso × (mark of) Gunta Masenu ×

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V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

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Your most obedient
Petitioners.

28th April 1897.

CHIEF ENGINEER FOR IRRIGATION. 14 MAY. 1897 R9842

CHIEF ENGINEER FOR IRRIGATION. 17 JUN. 1897 No. R12998

1 Valka oy Venkatakerry 23 Kollaty Gopulu
2 Do- Swamy — 24 [illegible]
3 Do- Satayya —
4 Do- Nagooru —
5 Vatala-Peda-Veraswamy [illegible]
6 Do- China-Veraswamy [illegible]
7 Do- Venkatakerry [illegible]
8 Do- Parvaraneedore — [illegible]
9 Do- Ramaswamy [illegible]
10 Do- Subbarayudu — [illegible]
11 Do- Ramudu — [illegible]
12 Do- Gangayya [illegible]
13 Do- Swamy [illegible]
14 Tirumani Gomuru — [illegible]
15 Kollaty Venkatakerry [illegible]
16 Do peda-Pullayya [illegible]
17 Do- peramma — [illegible]
18 Do Sattayya [illegible]
19 Tirumani Ramaswamy [illegible]
20 Moka-Sattayya [illegible]
21 Do- Ramaswamy [illegible]
22 Do- Chinchayya [illegible]

INDIA COURT FEE INDIA

To,

The Secretary to Government,
Public Works Department,
Irrigation Branch.
Madras.

R6612

The humble petition of
Merchants owners & Licensee Wooden Deep
Cargo Boats & Venagiri village Taluk
Rajahmundry District Godavari.

Most Honored Sir.

The under signed your humble petitioners boats owners me respectfully beg to bring to your kind honors notice that by order & authorities of P. W. Government Boats License Office & Dowlaishweram for our boats me paying License money Rupees two 2½ per Tonnage to Government generally me conveying our boats with goods Cargo & for Freights to Godavari and Kistnam in Districts three Ranges, First Range Madra Seettanagram, Second Range Bezwada Ganavaram, Third Range Dowlaishwara Cocinada since several years me joying.

Your honor passed order to the P. W. authorities of 1st Circle Godavari District Dowlaishweram for to Increase our boats license money from Rupees 2½ to Rupees 7½ per Tonnage, the same me were learned. also to apply to your honor in the time me beg to state in following are

We are

To pay for our boats license Rupees 7 1/2 per Tonnage, for our 6 boats
" Rupees 7 1/2 per Tonnage, for our 6 boats
we possessed Crew, No Lascars & 6 Serang
their salaries Monthly payment large sum
& money besides License Money, Since the
East Coast Railway Line is opened No
goods Cargo for our boats in above 6 Ranges
the goods Cargo is conveyed by Rail Waggons

We most humbly beg your kind honour
to our general License to order and allow us
per Tonnage, otherwise we must close our
boats, No means of conveying them,
pray for favourable reply beg to be Re-
for which act we as in duty bound
ever pray.

Wishing to remain,
Honored Sir,
your humble petitioners

1 Illalla Kundayya. ×
2 Covidpudy Venkatswamy. ×
3 Pittamma Surayya. ×
4 Voosimatla Surayya. ×
5 Buttoo Pedayya
6 Pilly Ammanna

Merchants & Wooden Depo Bo
Vemagiri village
Rajahmundry
District
8th May

CHIEF ENGINEER FOR IRRIGATION. 7 JUL 1897 12940

4

To

The Joint Secretary
Irrigation Branch
Madras Government

The humble petition of Lanpada Bhair
avaswami, Kolla Venkatareddi, Volti Sitaid
and Vallabhuni Mahalakshmi of the
Sailor Caste of Vingisram Godavary Dist

Most honoured Sir,

We beg to bring the following
few lines into your honours
kind consideration.

1) When the Godavary Anicut was
under construction Mr Cotton
the chief Engineer Summoned
the men of our Caste and
asked them to help him in
his work and promised our
Caste to help us in our profe
Accordingly we supplied him
Sand & Stone. Since then
we have been paying regu
the license tax on our boa

2 Railway was recently in
duced into our district
since then we lost mu
of our traffic. We are

CHIEF ENGINEER FOR IRRIGATION. 7 JUL 1897 12940 10

paying the tax of Rs 2½ per ton with great difficulty in that a bare subsistence to live upon our chief traffic being between places where there is no railway Communication.

3. The Introduction of new boats is no hindrance to the railway traffic whereas the railway Communication has caused much loss to us. Many boat owners of this and the Kistna districts unable to maintain boats have sold them to a very low price thing boats worth Rs 1000 to Rs 300.

4. The Godavary District Boat office has now fixed that the tax in future will be Rs ½ per ton from July next. Under these circumstances Government ought to decrease tax. Instead of that the Government is trying to increase it.

5. A loaded boat travels 4 times in the year from this place to madras. It Can not Carry more than 250 bags. The utmost that is paid for a bag is Rs 6. At this rate we will be able to get Rs 400 a year if the traffic is great. The boat expenses will amount to Rs 250. Of the remaining 150 we are now paying Rs 75 as license tax. If the enhanced rate is to be enforced we have to pay Rs 315 while we really get Rs 150.

We pray that your honour Considering all these Considerations will not increase the tax. For this Act of kindness we in justice bound ever pray.

We beg to remain,
Your most obedient Servants
(Sd) S. Bhairavaswamy
Nolleti Venkatareddi
Vobli Sadhasiah
Vallabhuni Mahalaks

Dated 19 April 97.

This rate makes about 3 pies per ton-mile - for boat laying for some days Can carry at same rate.

CHIEF ENGINEER
FOR IRRIGATION.
23 APR. 1897
No R7962

CHIEF ENGINEER
FOR IRRIGATION.
17 JUN. 1897
R12962

8/3364

TO

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,
Irrigation Branch.
MADRAS.

The humble representation of the under signed Boat Owner's
of *Taluk Godavari District.*

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines, into your kind consideration, shewing the difficulties caused by the new Navigation Code.

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28th April 1897.

To

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,
Irrigation Branch.
MADRAS.

CHIEF ENGINEER FOR IRRIGATION. 17 JUN 1897 No. A 12940 12

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R8348

10/3364 P
Jun 97

To

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,
Irrigation Branch.
MADRAS.

No. R12998

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Public Works Department,
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A/2994/13

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(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

(*b*) Any how if we can get any goods for conveying to Madras and we are getting some more higher rates, and by that we are paying license. By these new navigation rules we cannot get any profit.

III. Once or twice we have to convey the goods such as concrete iron goods and wooden from Ellore and in D. P. W. and Local Fund departments we can get nothing. Because if we ask them they will say that we must attend to their office when the bill is passed. It is difficult to go there when their bill is passed.

IV. We got no any other sources for maintaining our families as we got no any Inam lands or any employments except in pushing out the boats. Moreover the dreadful famine is teasing everybody and it seems it will be very difficult to live in.

V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

TO

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,

Irrigation Branch.

MADRAS.

The humble representation of the under signed Boat Owner's of Taluk Godavari District.

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines, into your kind consideration, shewing the difficulties caused by the new Navigation Code.

1. Though we are undergoing with much difficulties hitherto, by mortgaging the boats for the following expenses.

1. For paying the total license of Rs. 2-8-0 per Ton.
2. „ paying the Salaries & food of the boat lascars.
3. Cost of repairing in every year.
4. Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us, to pay the different rates for every canal?

(*a*) It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0, do. do. in returning from Cocanada to Narasapur for 4 days. } —Rs. 3-0-0.

Salaries of the boat lascars 4 for 10 days at annas 2 per day. —Rs. 5-0-0.

Total Rs. 12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II. No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

(*b*) Any how if we can get any goods for conveying to Madras and we are getting some more higher rates, and by that we are paying license. By these new navigation rules we cannot get any profit.

III. Once or twice we have to convey the goods such as concrete iron goods and wooden from Ellore and in D. P. W. and Local Fund departments we can get nothing. Because if we ask them they will say that we must attend to their office when the bill is passed. It is difficult to go there when their bill is passed.

IV. We got no any other sources for maintaining our families as we got no any Inam lands or any employments except in pushing out the boats. Moreover the dreadful famine is teasing everybody and it seems it will be very difficult to live in.

V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

TO

THE JOINT SECRETARY TO GOVERNMENT.

Public Works Department,
Irrigation Branch.
MADRAS.

CHIEF ENGINEER FOR IRRIGATION. 17 JUN 1897

B/33446

A 12999/13

The humble representation of the under signed Boat Owner's of Taluk Godavari District.

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines into your kind consideration, shewing the difficulties caused by the new Navigation Code.

1. Though we are undergoing with much difficulties hitherto, by mortgaging the boats for the following expenses.
   1. For paying the total license of Rs. 2-8-0 per Ton.
   2. „ paying the Salaries & food of the boat lascars.
   3. Cost of repairing in every year.
4. Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us, to pay the different rates for every canal?

(*a*) It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0,
do. do. in returning from Cocanada to Narasapur for 4 days. } —Rs. 3-0-0.
Salaries of the boat lascars 4 for 10 days at annas 2 per day.—Rs. 5-0-0.

Total Rs. 12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II. No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

(*a*) In these 4 months, and in working season 1½ month we have to pay the salaries and the batta of the lascars only for nothing.

(*b*) Any how if we can get any goods for conveying to Madras and we are getting some more higher rates, and by that we are paying license. By these new navigation rules we cannot get any profit.

III. Once or twice we have to convey the goods such as concrete iron goods and wooden from Ellore and in D. P. W. and Local Fund departments we can get nothing. Because if we ask them they will say that we must attend to their office when the bill is passed. It is difficult to go there when their bill is passed.

IV. We got no any other sources for maintaining our families as we got no any Inam lands or any employments except in pushing out the boats. Moreover the dreadful famine is teasing everybody and it seems it will be very difficult to live in.

V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

CHIEF ENGINEER
FOR IRRIGATION.
3 - MAY. 1897
No.....

To

THE JOINT SECRETARY TO GOVERNMENT,
Public Works Department,
Irrigation Branch.
MADRAS.

CHIEF ENGINEER
FOR IRRIGATION.
17 JUN. 1897
R 1295

The humble representation of the under signed Boat Owner's
of *Taluk Godavari District.*

MOST RESPECTED SIR,

The Petitioners humbly beg to inform to your honor the following few lines, into your kind consideration, shewing the difficulties caused by the new Navigation Code.

1. Though we are undergoing with much difficulties hitherto, by mortgaging the boats for the following expenses.
   1. For paying the total license of Rs. 2-8-0 per Ton.
   2. „ paying the Salaries & food of the boat lascars.
   3. Cost of repairing in every year.
4. Interest of the original amount brought from Shaukars.

How your honour thinks it is possible for us to pay the different rates for every canal?

(*a*) It is impossible to get the conveyance of goods only for one canal and it will connect with two or three canals but it is difficult to pay the different rates for every canal.

(*b*) (See for example) If we convey hundred bags from Narasapur to Cocanada they will pay only two annas for every bag, amounts Rs. 12-8 annas expenses, batta for the lascars four at annas 3 per day, for six days Rs. 4-8-0,
do. do. in returning from Cocanada } —Rs. 3-0-0.
do. do. to Narasapur for 4 days. }
Salaries of the boat lascars 4, for 10 days at annas 2 per day.—Rs. 5-0-0.

Total Rs...12-8-0.

(*c*) No any further less expenses than this. No any profit and it seems by the above the money paid for license and the interest to be paid for the debtors for the amount expensed in constructing the boat. If we can get any conveyance of goods from Cocanada we can get a little profit.

II No any profit of conveying from the time of East coast Railway communication as it causes no delay. Scarcely we are not getting no any load of goods for conveying at least even once for a month. It is sure that there will be no water in the canals at least for 4 months to float the boats sufficently. Therefore we must wait for the water giving applications to the delta Superintendents and Lock Superintendents. They will give in turns we have to wait up to that time.

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V. Therefore we most respectfully beg your honor will be kind enough to lessen the license of Rs. 2½ per ton and to correct the new navigation rules.

We all beg to remain
Sir,
Your most obedient
Petitioners.

28th April 1897.

CHIEF ENGINEER
FOR IRRIGATION.
3 MAY 1897
No. 1685 CD

CHIEF ENGINEER
FOR IRRIGATION.
17 JUN 1897
No. R 12990
15

The Joint Secretary
Irrigation Branch
Madras Presidency
Madras

Most respects & Honoured Sir,

The humble petition of Boat — people (Makakadu Caste) residing at Tatipaka Godavery dist.

Sheweth.

That owing to the opening of a — Railway from Bezwada to Cocanada and to several other parts. the — Navigation mostly ceased by — boat traffic, and hence, we are put to great want of earning our livelyhood. We may mention that most of our Caste people have had food to live on. The Toll rate now Collected at Rs 2-8-0 per ton is exhorbitantly high, and

Value Rs. [illegible]

Owing to the prevailing famine and by the low earnings, your petitioners are really want of regular meals.

The petitioners Spent their whole estate in building the boats, which are now turning almost for — use.

Hoping to be excused for the — indulgence and expecting a favorable order.

We beg to remain
Most respectfu & Honored Sir
Yours most humble &
obedient Servants
1-5-97

(Sd) Natra Imeraaab. Mark. x
Kolla Ramadass Mark. x
Penmadi Ramaswamy
Piramadi Vallabharayudu. Mark x
Penmani Tatayya
Sanjani Reddy
Natra Ayyanna
Kolla Thavarol

Sangadi Jagannadham Mark x

Penmani Dhanamjy Mark x

Natra Ramachendram Mark x

Penmudi Mahalakshmi

Sankarapu Dhanamjy

Bommidi Subbarayudu Mark x

Natra Veeraswamy

Penmudi Sattayya Mark x

" Veeraswamy

Srinivasa Ramaswamy Mark x

Kolla Narasimhaya Mark x

Sankarapu Narasimhaya Mark x

Kakilipaddy Mamulaswamy Mark x

Pounamanda Narayanaswamy Mark x

Sankarapu Bapanayya Mark x

CHIEF ENGINEER
FOR IRRIGATION.
4- JUN. 1897
No.

INDIA COURT FEE INDIA
EIGHT ANNAS

CHIEF ENGINEER
FOR IRRIGATION.
17 JUN. 1897
No. 1129 D
16

§

To

The joint secretary Irrigation
branch Madras Government - - - -

The humble petetion of Mullada Meerasahib (2)
Mullada Gurrayya (3) Thythada Pallayya and Natra.
Narayanaswami of the Sadlor Caste of Bundarlan-
-ka Godavary Dist -

Most honoured Sirs.

We beg to bring the following
few lines into your honours kind Consideration

(1) When the Godavary anicut was under Conotrue-
-tion Mr. Cotton the Chief Engineer Summoned
the of our Caste and asked them to help him in
his work and promised our Caste to help as
our profession accordingly we Supplied
lime, Sand and Stone. Times and then
we have been paying regularly the lic
tax on our boats.

(2) Railway was recently introduced
District and since then we lost
our traffic. We are now paying

of Rs 2 1/2 per ton with great difficulty without a bare subsistence to live upon; our chief traffic lying between places where there is no railway communication.

(3) The existence of our boats is no hindrance to the railway traffic where as the railway communication has caused much loss to us. Many boat owners of this and the Kistna-district unable to maintain boats have sold them to a very low price selling boats worth Rs 1000 to Rs 300.

(4) The Godavary District boat office has notified that the tax in future will be Rs 10 1/2 per ton from July next. Under these circumstances the Government ought to decrease the tax. Instead of that the Government is trying to increase 3 fold.

(5) A 30 toned boat travels 5 times in the year from this place to Madras. It cannot carry more than 250 bags. The utmost that is paid for bag is as of at this rate we will be able to get Rs 400 a year if the traffic is great. The boat-expenses will ammount to Rs 250.

At the remaining Rs 150 we are now paying Rs 75 as licence tax. If the enhanced rate is to be enforced we have to pay Rs 315 which we really get Rs 150. We pray that your honour Considering all these Considaration will not increase the tax. For this act of Kindness we in justice bound we pray.

We beg to remain.

Most honoured Sir.

Your most obedient servents.

(Sd) M. Meerasahib.

Mallada. Gangayya

Vythada. Pallayya

Natra. Narayanaswami.

21st May 1897

(3) The existence of our boats is no hindrance to the railway traffic where as the railway communication has caused much loss to us. Many boat owners of this and the Krishna district unable to maintain boats have sold them to a very low price selling boats worth Rs 1000 to Rs 300.

(4) The Godavary district boat office has notified that the tax in future will be Rs 10½ per ton from July next. Under these circumstances the government ought to decrease the tax. Instead of that the government is trying to increase 3 fold.

(5) A 30 toned boat travels 5 times in the year from this place to Madras. It cannot carry more than 250 bags. The utmost that is paid per bag is as 6 at this rate we will be able to get Rs 400 a year if the traffic is great. The boat expenses will ammount to Rs 250. At the remaining 150 we are now paying Rs 75 as license tax. If the enhanced rate is to be enforced we have to pay Rs 315 which we really get Rs 150. We pray that your honour Considering all these Considaration will not increase the tax. For this act of Kindness we in justice bound ever pray.....

We beg to remain your honoured sir.

your most obedient servent

(Sd) M. Ramaswami

M. Venkayya.....

Punthada. Veeraswami.....

CHIEF ENGINEER FOR IRRIGATION. 6-MAY-1897 No. M87GD

TRIPLICANE 2ND DELY 6 MY 97

To

The Joint Secretary Irrigation Branch Madras Government.

Madras.

R DRAKSHARAMAM

KOTIPALLI B.O. MY. 1 97 GODAVARI

INDIA POSTAGE TWO ANNAS

INDIA POSTAGE ONE ANNA

INDIA POSTAGE ONE ANNA

Public Works (1897) Department.

CURRENT No. 104 GD

Order No. 78 GD dy 20th May 1897

Petition, dated 8 May 1897, from Matta Lakshmi Narasimhan Chetty and other boat-owners.

From
T. Lakshmi Narasimhan and others
Boat-owners
residing in No 62. Varathappan street
No. Black Town
Madras

Dated 8.5.97
Received 17.5.97
Enclosures
Spare copies

SUBJECT.

Increased license fees on cargo boats — Protesting against the — and request to modify the new licensing rules.

Endorsement.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

W.H. 20.5.97

19/5/97 Accs

Ltr 18/5/97 Accs

TRC Secs with file
copy to Dept.
Ltr 18/5/97.

HD + RK
after despatch, Secs file to RK
taken with other petitions on the subject.

HD Secs & II Cir with memo 21/5/97
Ltr 22/5/97
Accs 17/5/97

20 Secs Vth Branch
replies as before

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
1785	20 5 97
R1798	13 6 97
R1338	
R 25 Sec/97	

THATHA. LAKSHMI NARASIMHM CHETTY,
MERCHANTS
AND GENERAL
COMMISSION AGENT,
MADRAS.

EXECUTIVE ENGINEER'S OFFICE
No. 27 SL
15 JUN. 97
BUCKINGHAM

SUPG. ENGINEER'S OFFICE
No. 1776
25 JUN. 97
P. W. D.
SECOND CIRCLE.

Madras.
8th May 1897.

To.

The Joint Secretary to Government.
Irrigation Branch.
Public Works Department.
Madras.

The humble petition
of Thatha Lakshmi Narasimhm
Chetty Boat owner residing at
No. 62. Varatha Muthiappen
street Black Town Madras and
also by the several Boat owners.

Most humbly Sheweth.

That your petitioners most
humbly beg to bring the following few lines to
your honors kind notice as per the Draft
notification published in the Fort St. George
Gazette dated 23rd March 1897 in page 2, 1.
to increase the rates of fees for the license of
Boats and for Wharfage and Demurrage
for Goods and Boats detained.

2. That your petitioners and
the

the former Boat owners were paying at the rate of Rupees 3/0/0 per Ton of registered Tonnage for the last several years for the whole of the three Canals. i.e. the Godaveri, the Kistna and the Buckingham Canals.

3. That the Wharfage charge was paid by the Boat owners hitherto at the rate of Anna One per Ton of registered Tonnage for Buckingham Canal only and not for others, but it is now proposed in the other canals also.

4. That the Demurrage is also now proposed to all the canals instead of Buckingham Canal alone as hitherto.

5. That when Boats come to Madras from different ports with Cargo the merchants do not take delivery of them within a week even after giving them due notice and that therefore the Boats should wait at the Wharves until merchants clear their Goods, and further wait to take loads in, and that many of the Boats do return empty when they dont get any load, such fact can be easily ascertain by the books kept at the Wharf Superintendents Office at Madras.

6. That the merchants now prefer sending most of their Goods by Rails or by Steamers as they reach their destinations sooner to fulfill their Contracts, because the Boats are detained for a long time in transit, sometimes of want of sufficient water in some part of the canals and sometimes for want of favorable breaze

7. That the Boats which start from Godaveri to Madras could only fetch Rs 70 or 80 with full Cargo halting at several intermidiate Ports reaching Madras in about 25 days and after paying its establishment, repairs &c and the License and other charges to Government at the present rates, the Boat owners scarcely get anything and are already Contemplating to give up this profession.

8. That the Kistna and Godaveri Canals are closed for 3 months in the year and Very few Boats then come to Madras from Peddagunjam and thereby many of the Boats have no work for these three months, and during this time the boat owners must pay their establishment and so any increase in the license, Wharfage, and Demurrage in that part of the Canal is detrimental to Boat owners and even generally the Buckingham Canal is not properly Cared for as the Cargos are to be transhipped wherever the Boats touch the grounds for want of sufficient water except during the rainy weather and thus undergo unnecessary extra expenses.

9. That your petitioners beg to represent

That

that while there is such disadvantage to the Boat owners which is still fast increasing, that it is not reasonable to deviate from the present system of charges in the Tonnage, Wharfage, and Demurrage to the Boats and make the owners suffer much.

10. That as regards the Demurrage charges it was the merchants that paid such charges hitherto and not the Boat owners and that therefore there is no reason why the Boat owners now to be burdened with it as the merchants will take advantage of this and will try to suit their own convenience and thus ruin the Boat owners.

Under the aforesaid circumstances Your petitioners most humbly prey your honor to consider seriously about this, and to let the present system continue unaltered for the time being as the Bezwada-Madras-Railway will soon be completed, and it is to be seen afterwards whether the Boat owners will continue in their profession or not, and weather the Boats will complete with the Railway with advantage and whether this Charge is then necessary.

For which act of kindness your petitioners as in duty bound shall ever pray

We

185
1591
085
1197
1175
1056
160

We beg to Remain
Sir,
Yours Most Obedt and humble
Servants

1 sigs /. Thatha Lutchmi Narasimalum Chetty.
" . Sivakoty Venkatasawmy Naicoo.
" . Anamukonda Rungiah Naidoo & Sons.
" . Muvvala Venkatasubbiah.
" . Anamalachetty Rapaniah & Sons.

253
215 /
261 .. /
446 .. /
941 .. /
531
2
18
399
36
456
18

CHIEF ENGINEER FOR IRRIGATION. 1887

I beg to remain
Sir,
Your most Obedient and
humble Servants.

Boat numbers	Signal	Names.
1274		S. Venkatasawmy Naidu.
759		N. Sreeramulu garoo.
1352		B. Chinna Venkata Reddy.
8		B. Venkatasulu.
1560.		Vayala - Garatayee.
1561.		Pammiyee - Narasimma
863		Naidu - Chennayee.
1196		Ponnadi - Venkatramudu.
1033		Appani - Thakkiah.
84		Ponnadi - Narasimma.
149		S. Venkatasawmy Naidu.
961		Appany - Poliah.
1554		S. Venkatasawmy Naidu.
999		B. Ankammah.
224		K. Venkata Reddy.
1078		V. Garatiah.
1343		S. Nancharu.
607.		S. Kotappa.
566.		Ayalu Swamy.
1410.		Konduru - Nagayee.
1 8		Gollapothu - Ramaswamy.
		Yhundu - Pole Reddy.
1 9		Rokothu - Ramiah.
1147		Inakala - Chinna Narasimmalu.
1387		Vayalu - Ramalingadu.
1504		Charumudi - Narasimmalu.
22		Bukkha - Narasimmalu.
64		Chenchungari - Kasum.
450		Siwakoty - Venkatasawmy Naidu
1523		Rathinigari - Raghavulu.
465		Akkani - Raghavulu
1047.		Golapothu - Meerayee.
882		In. Rungaru.
1291		In. Chinna Rungaru.
512		Voyala - Narasimma.
1557		Avula - Athiyappa.

1384		K. Pichigadu.
221		B. Muthialu.
1570		K. Pothaliah.
499		K. Koudiah.
1282		K. Veneatasum.
1104		Konduru. Ramalingadu.
832		Pokani. Kasum.
1521		Pommyi. Somanna.
1052		Vayyalaswami.
1185		Ayyala Veneatasubbiah.
4		Rosoni. Potty.
1122		Appani. Narasimma.
401		S. Veneatasamni haiou.
1020		S. Veneatasamni haiou.
851		S. Veneatasamni haiou.
600		S. Veneatasamni haiou.
1375		S. Veneatasamni haiou.
1102		Kanna. Kotappa.
365		Naidu. Ramaswami
216		Roehani. Imeraji.
155		Voka. Thathiah.
205		A. Papiah.
402		Appani. Amayya
1265		Pata. Pichigadu.
1000		Pamayee. Kotkundaramudu
1242		Chinna. Ramalingadu.
1524		Voyala. Veeraswamy.
680		Naidu. Swami.
1201		K. Chathiah.
1166		A. Thathiah.
582		S. Kotappa.
1138		P. Muthialu.
1385		P. Poliah.
1299		B. Poliah.
1050		K. Munuswamy.
412		K. Narasimmalu.
1069		V. Jagannayakulu.
300		Kumaraswami.
1473		Chinna Koudiah.
202		Guniji. Veneataswamy.
1090		Appani. Veneatasum.
606		M. Lakshmanudu.
663		Roseni. Veneataswamy.
303		Pommadi. Imeerayee.
1382		Konduru. Koudiah.
226		Voka. Imeerayee.
1240		P. Veneatasum.
1314		Kota. Bungaru.
1050		A. Lingayee.
950		Ennuru. Saumi chetty.
818		Chinnudi. Munuswami.
951		Avala. Pothuraju.
178		Kotungari. Polayee.
		Ila. Veneataswami.

1354		Naidu. Imeerayee.
768		Kama. Pumiah.
1588		Kotari. Subbadu.
1503		Pichungari. Narasimma.
1573		P. Pakeeri.
1005		Vadugaswami.
953		Vadugu. Veneataswamy.
30		Pumbu. Pothurajulu.
1506		P. Parvathy.
1275		V. Polayee.
159		K. Jaggaya.
952		K. Koudiah.
1124		K. Jaggaya.
1485		K. Muthadu.
444		B. Reddy.
525		S. Polayee.
107		S. Kotappa.
815		V. Kotlingam.
1508		P. Koudiah.
1137		B. Ramalingadu.
714		B. Papaya.
1248		〃 〃
1430		〃 〃
157		Ravuswamy.
707		K. Venkata Reddy.
533		R. Imeriah.
1203		C. Obiah.
631		G. Narasimmalu.
690		G. Guruvappa.
6		Sumapu. Koudadu.
2	〃 〃	〃 〃
86		

PAPERS.

CHIEF ENGINEER FOR IRRIGATION.
17 MAY 1897
No. R 104 GD

CHIEF ENGINEER FOR IRRIGATION.
1-[illegible] 1897
No. 25 Bc

SUPG. ENGINEER'S OFFICE, SECOND CIRCLE.
No. 1/75
31/5/97
P. W. D.

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 78 G.D

To

~~The~~ J. Lakshmi Narasimhulu & Others. Boat owners Bheemlingam

(Reply to letter No. , dated).

Dated 20th
Despatched 25th } May 1897
Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fee on Cargo boats — Petitioners are informed that the Subject of their petition protesting against the — will receive due consideration before the revised navigation rules are brought into force.

E. I. Form No. 13—2,600—23-2-97.

BACK PAPERS.

No.	Date.
R1048	8-5-97

FURTHER PAPERS.

No.	Date.
R1295	13-5-97
R1335	
R1380	17-5-97

for off wire R1048/97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

Public Works (1897) Department.

CURRENT No. 1064D

~~Order~~ No 82 G.D. 20.5.97

Petition dated 28th April 1897 from Ponnamanda Ganjaih and other boat owners of Narasapur taluk, Godavari district.

From P. Ganjaih & Others
Boat owners
Narasapur Tq
Godavari Dt
No.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised rain-fashion rules are brought into force.

Dated 28.4.97
Received 17.5.97
Enclosures
Spare copies

SUBJECT.

Increased rate of Rs 2½ on Cargo boats — Protesting against the —

W.H 20.5.97

19/5 57.

Ld 18/5/97.

CCS 21/5/97

TRC Send to Off with fair copy.
Ld 18/5/97.

HD & RK
After despatch, issue file to RK to keep with other petitions on the subject.
WH 22/5

I CC to round reply as before

CCS 17/5/97

D.-592

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I 8280	20 5 97
R 1958	13 6 97
R 1330	
R 2538	9/7

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 82 GD

To

~~The~~ P. Gaugain & Others
Boat Owners - Nanaimo

(Reply to letter No. , dated).

Dated 20th
Despatched 25th } May 1897

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fee on Cargo boats — Petitioners are informed that the Subject of their petition protesting against the — will receive due Consideration before the revised navigation rules are brought into force

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R1068	28. 4 97

FURTHER PAPERS.

No.	Date.
R1295	13-5-97
R1338	
R2539	19/5/97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

Public Works (1897) Department.

CURRENT No. ~~1079~~ 4871.

Order No. 79. G.D. 4/20.5.97

Petition, dated 28 April 1897, from V. Bramhanna and others, Boat-owners, Godavari district.

From V. Bramhanna & others Boat-owners

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

No.

Dated 28-4-97

Received 17-5-97

Enclosures

Spare copies

SUBJECT.

Increased rate of Rs 2½ per ton on cargo boats — Protesting against the —

W.H. 20.5.97

Ltr 18/5/97 Lcck

Lcs 21/5/97

R.C.

Lcs with fair copy to Dept.

HD & RK

Copies despatched, give file to RK to keep with other petitions etc. subject

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I 7980	20 5 97.
R 12980	13 " 97
R 13380	
R 20380	/97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 7980

To

~~The~~ Y. I Bramhanna & Others
Boatowners Goondi

(Reply to letter No. , dated).

Dated 20th
Despatched 25th } May 1897

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fee on cargo boats — Petitioners are informed that the subject of their petition protesting against the — will receive due Consideration before the revised navigation rules are brought into force

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
Rec 4871	17. 5 97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS

FURTHER PAPERS.

No.	Date.
Rec 4871/97	
R 1329	13.6.97
R 1336	
R 1356	16/97

Brought with Rec 4871/97

ublic Works (1897) Department.

CURRENT No. 1036 D

No 80 G.D. of 20-5-97

Petition from I. Narasimham & other boat-owners of Pernpalem, Narsapur taluq, Godavari district, dated 7th May 1897. Order

Endorsement.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

W.H. 20.5.97

15/5/97

From I. Narasimham & Other Boat owners Pernpalem Narsapur Tq Godavari Dt

No.

Dated 7-5-97.
Received 17-5-97
Enclosures
Spare copies

SUBJECT.

Increased rate of Rs 2½ per ton on cargo boats — Protesting against the —

W.H. 18/5/97 Secs

Secs 21/5/97

TRC
Send to Dogs with papers.
SR 19/5/97.

HD + RK
Open & Despatch if fine
file & RK & keep with all other petitions on subject. SR 21/5/97

Secs 17/5/97

To Secs to issue reply as before

RK 17/5

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I. 80 G.D.	20-5-97
Ring 80 13-6-97.	
R 133 pd	
R 2500/97	

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 80 G.D.

To

The I. Narasimham & Others
Boat owners of Peruvalam
Narasapur Dt. Godavari

(Reply to letter No. , dated).

Dated 20th } May 1897
Despatched 25th }

Enclosures*

* Particulars of Enclosures.

SUBJECT.

Increased license fee on Cargo boats — Petitioners are informed that the Subject of their petition protesting against the — will receive due consideration before the revised navigation rules are brought into force.

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R103 G.D	20-5-97

FURTHER PAPERS.

No.	Date.
R129 GD	13-6-97
R133 GD	
R258 C/97	

For G.O. vide 1035 5/97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

ublic Works (1897) Department.

CURRENT No. 1054 GD

der No. 81. G.D. dated 20-5-97

etition, dated 12 May 1897, from
. Peda Appalasawmy & other
oat owners of Dowlaishwaram,
odavari district.

From R. Peda Appalasamy and others
Boat owners of
Dowlaishweram
Godavari Dt

No.

Dated 12-5-97
Received 17-5-97
Enclosures
Spare copies

SUBJECT.

Increased license fees on cargo boats — Protesting against the — and Request to modify the new Navigation Rules.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

LoH
20.5.97

19/5/97

19/5/97

TRC
Send to O&P with file copy.
by HOP
VCLS
22/5/97

HOSRK
after despatch give file to
Rlt Asst with other papers —
to submit —
22/5

VCLS
22/5/97

VCLS
17/5/97

E. I. Form No. 13 2,000.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I 8150	20-5-97
R 12950	13-5-97
R 13350	
R 2350	/97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 81.G.D.

To

The R. Vedda Appalasawmy
+ Others
Boat owners. Dowlishaven
Ooty

(Reply to letter No. , dated).

Dated 20th
Despatched 25th } May 1897

Enclosures*

* Particulars of Enclosures.

SUBJECT.

Increased license fee on cargo boats — Petitioners are informed that the Subject of their petition protesting against the — will receive due consideration before the revised navigation rules are brought into force.

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R10570	12-5-97

FURTHER PAPERS.

No.	Date.
R12972	13-5-97.
R13390	
R13830	97

for off rnie R10570/97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

Public Works (1897) Department.

CURRENT No. 9540

1

No 74 G.D. dt 14-5-97

~~Order~~ Endorsement.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

13/5/97

wtt 14/5

From Venkata Narayudu & Others
Boat owners of Godavari Dt.

No.

Dated 28-4-97
Received
Enclosures
Spare copies

SUBJECT.

Increased rate of Rs 2½ on cargo boats — Pro. - testing against the —

11/5/97 Cecil

Cal 11/5/97

TRC
Issue with fair copy to Dept.

Cal 11/5/97

Cal 11/5/97

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I. 7450	14-5-97
R 12980	13-7-97
R 13380	
R 25 B0/97	

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 74 G.D

To

~~The~~ Venkatanarayudu and others - Boatowners of Narsapur &c - Godavari

(Reply to letter No. , dated).

Dated 14-5-97

Despatched 18-do-

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased hire for cargo boats - Petitioners are informed that subject regarding which will receive due consideration before the proposed navigation rules are brought into force.

BACK PAPERS.

Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R. 95. G.D	28-4-97

FURTHER PAPERS.

No.	Date.
R1298	13-5-97
R1338	
R1358	/97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

Public Works (1897) Department.

CURRENT No. 96 W

No. 73. G.D. dt 14-5-97

~~Order~~ Endorsement

The petitioners are informed that the subject of this petition will receive due consideration before the proposed revised navigation rules are brought into force.

W.H
14.5.97

15/5/97

LCS 17/5/97

W.H
14/5/97.
LCS 14/5/97

From
J. Meera Saib & others
of Gangaipalem
Kamalet
Narasapur Taluk
Godavari Dt

No.

Dated 7-5-97
Received 11-5-97
Enclosures
Spare copies

SUBJECT.

Increased Rate of Rs 2½ per ton on cargo boats — Protesting against the —

TRC
Send to Dept with
fair copy —
W.H

To ICL
Issued
reply above

LCS 14/5/97

PC 11/5/97

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I 3380	14-5-97
R 1294	13-5-97
R 1334	
R 2586	17

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 73-G.D.

To

~~The~~ I. Meera Sahib & others of Gungadharam Hamal- kuroor by Godavari Dt.

(Reply to letter No. , dated).

Dated 14-5-97

Despatched 18-5-97

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fee on Cargo boats—Petitioners are informed that the subordinate officer will receive their representation before the proposed revised rates are brought into force

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R 96 G.D	6-5-97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.
R 129 GD	13-6-97
C 133 GD	
R 25 Rev/97	

Public Works (189) Department.

CURRENT No. 88 GD

Order No. 90. GD dt 10-5-97

Petition from Katadi Ranganayakulu of Tallaram, Cocanada, Godavari district.

From Katadi, Ranganayakulu inhabitant of Kallaram Cocanada Godavari Dt.

No.

The petitioner is informed that his petition will receive due consideration before the proposed revised rates of petition rules are brought into force—

Dated 27-4-97
Received 6-5-97
Enclosures
Spare copies

WH 10-5-97

10/5/97.

SUBJECT.

Increased rate of Rs 2½ on Cargo boats — Protesting against the proposed —

6/5/97.
ICK
7/5/97

TRC
Send to Dfr with fair copy
6/5/97

ICK 14/5/97

Rs 5 Ch 4 Stamp
copy ✓ Engrs

ICK 6/5/97

E. I. Form No. 13—2,000—93-2-07

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
7098	10-5-97
R12950	13-5-97
R13350	
R12580	19-5-97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 7098

To

~~The~~ Kutodi Rungamoy & Co
Jallaram - Cocoada -
Godavari Dt.

(Reply to letter No. , dated).

Dated 10-5-97

Despatched 12 do

Enclosures*

* Particulars of Enclosures.

SUBJECT.

Increased Licence fee on Cargo boats - Petitioners informed that his petition regarding the will receive due consideration before the proposed amended Navigation rules are brought into force

E. I. Form No. 13—2,600—23-2-97.

E. I. Form No. 13—2,600—23-2-97.

BACK PAPERS.

No.	Date.
R 8850	27. 4. 97

FURTHER PAPERS.

No.	Date.
R 12950	13-6-97
R 13350	
R 12532	97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

Public Works (189/) Department.

CURRENT No. 97 GD

Order

From Bommidy Iviramma
of Yanam
Godavari Dt

No.

Dated 27-4-97
Received 12-5-97
Enclosures
Spare copies

SUBJECT.

Decreased rate of license fees on cargo boats — Protesting against the —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
1669	6.5.97
R 1295	13.6.97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 66-G.D

To

~~The~~ Bommidi Mianna
of Yanam-Godavari Dt.

(Reply to letter No. , dated).

Dated 6. 5. 97

Despatched 12 do

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fee on Boats
Petitioner is informed that the
subject of his petition regarding the
will receive due consideration
before the rules are brought
into force.

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R 1788	23 4 97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS

To be kept with R 978 & 97 (letter)

FURTHER PAPERS.

No.	Date.
R 1298	13-5-97
R 1338	17/5/97
R 1378	17/5/97

Public Works (1897) Department.

CURRENT No. 878

Petition from Mullada Ramasawmi, Mulla Venkayya and Punitada Veerasawmi, Katipalli Godavari district. Forwarded

R 1069 dy 8-5-97

The petitioners are informed that their petition will receive due consideration before the proposed revised navigation rules are brought into force.

From Mullada Ramasamy and others of Katipalli & Godavari dist.

No.

Dated

Received 6-5-97

Enclosures

Spare copies

1st 8/5/97

1st 8/5/97 Secy 6/5/97

SUBJECT.

Increased rate of Rs 2½ on cargo boats — Protesting against the proposed —

TRE Secy with queries & Ref.

Secy 10/5/97

To Secy for submission as before

Secy 6/5/97

Rs 6/5/97

E.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
16980	8 5 97
R 12950	18 6 97
R 13380	
R 25 Bc	97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 6980

To

~~The~~ Mulla la Ramaswamy & others of Kotapalli, godavari

(Reply to letter No. , dated).

Dated 8 5 97

Despatched 12 do

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fees on Cargo boats — Petitioners are informed that their petition on the subject — will receive due consideration before the proposed revised rules are brought into force

FURTHER PAPERS.

E.

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R878	1/5/97

FURTHER PAPERS.

No.	Date.
R1298	18-5-97
R1338	1/6/97
R2536	1/7/97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

Forwarded with 1887 5/5/97

Public Works (1897) Department.

CURRENT No. 8649

TRC
Lies to go with
this after 5/5/97

Order No. 67. G.D. 048-5-97

The petitioners are informed that their petition will receive due consideration before the proposed revised navigation rules are brought into force.

From
Mullada. Meerasahib and others of Bandaramullaka Godawari Dt

No.

Dated 1.5.97
Received 5.5.97
Enclosures
Spare copies

W.H
8.5.97

VCR, 10/5/97

SUBJECT.

Increased rate on cargo boats — Protesting against the proposed —

5/5/97

To CEs and Dy Secy's office

Dupd
Draft
5/5/97

VCR
5/5/97

3/5/97

BACK PAPERS.

No.	Date.
J. 67. GD.	8 - 5 - 97

FURTHER PAPERS

No.	Date.
R 1295	13-6-97
R 1338/97	
R 1516/97	

ublic Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 67 G.D

To

~~The~~ Mullaka Meerasait & others
of Bandarawelakagedara

(Reply to letter No. , dated).

Dated 8- 5 97

Despatched 12 do

Enclosures *

Particulars of Enclosures.

SUBJECT.

Increased license fee on Cargo boats — Petitioners are informed that their petition protesting against the — will receive due consideration before the proposed revised navigation rules are brought into force.

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R. 86 G.D	1-5-97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.
R 129 fd 13-6-97	
R 133 fd 97	
R 258 fd 97	

lic Works (189/) Department.

CURRENT No. 85 G.D.

No. 68 G.D.

he petitioners are informed
their petition will receive
e consideration before the
sposed revised navigation
les are brought into force.

From The Boat-owners residing in Tallipaka Godavari Dt

No.

W.H. 8.5.97

Dated 1.5.97
Received 4.5.97
Enclosures
Spare copies

SUBJECT.

Rate of Rs 2½ per ton — Praying to reduce the —

TRC
Send to Coll with gen. copy.
5/5/97

Collr 10-5-97

Collr 4/5/97

E. I. Form No. 13—2,000—92-9-07

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
16850	8-5-97
K1292	13-6-97
K1330	19-6-97
K1516	29-6-97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 68 G.D.

To

~~The~~ Natra Mussalmi Voters
Boat owners of Satpaka-
pdowar Dh.

(Reply to letter No. , dated).

Dated 8-5-97

Despatched 12-6-97

Enclosures *

Particulars of Enclosures.

SUBJECT.

Increased toll fees on Boats.
Petitioners are informed that
their petition regarding the
will receive due consideration
before the proposed (pro)
rules are brought into force

E. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R. 85 G.D.	1-5-97

FURTHER PAPERS.

No.	Date.
R 129 GD	13-6-97
R 133 GD	18-6-97
R 138 GD	29-6-97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

blic Works (1897) Department.

CURRENT No. 839D

I

ex R 0648D dy 5-5-97

Endorsement.

The petitioners are informed that their petition will receive due consideration, before the proposed irrigation rules are brought into force.

5/5/97.

2 Ccs 3/5/97-3/5/97

TRC Send to Opr with fair copy

Sd 3/5/97

Ccs 7/5/97

Sd 3/5/97

From The Boat-owners of the Godavari Dt.

No.

Dated 28-4-97

Received 3-5-97

Enclosures 6

Spare copies

SUBJECT.

Rate of Rs 2½ per ton Requesting to lessen the — and to modify the new leasing atin suit accordingly.

To SCE up as before

Ccs 3/5/97

FURTHER PAPERS.

E. I. Form No. 12. 2,000. 01.9.98.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
26480	5-5-97
R1298	13-6-97
R258C	29-6-97

ublic Works (1897) Departm

IRRIGATION BRAN

E. I. Form No. 1.

ISSUE No. 64-80

To

~~The~~ Venkayyapatlors
Boat owners - godavari
Dist E I

(Reply to letter No. , dated).

Dated 5-5-97

Despatched 8-do

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increase of License fee
Petitioners are informed that
their petition regarding the —
will receive due consideration
before the proposed navigation
rules are brought into force

BACK

F [illegible] o. 13—2,000—23-2-97.

No. BACK PAPERS.

No.	Date.
R8388	28. 4. 97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.
R12958	13-6-97
R13388	18-6-97
R25BC	29-6-97

To draft a letter R8388/97

Public Works (1897) Departme.

CURRENT No. 7944

I

Order No 8388 dt 26-4-97

The petitioners are informed that their petition will receive due consideration before the proposed revised navigation rules are brought into force.

From S. Bhairavaswami and others of Venjisam Godavari District

No.

Dated 19-4-97

Received 23-4-97

Enclosures

Spare copies

SUBJECT.

Increase of license fees on cargo boats — Protesting against the proposed — under the circumstances stated.

H.D.
Letter have the file after despatch of reply & puts Sr
29/4/97
Lear Jr
30/4

30/4

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I 585 D	26-4-97
R 83 D	28-4-97
R 129 D	13-6-97

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. 585 D

To

The S. Bhavanasvami
and others of Vuyyuru
Godavari Dt.

(Reply to letter No. 4th ult, dated 19.4.97).

Dated 26. April 1897

Despatched 28 do

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increase of License fees on Cargo boats - Petitioners are informed that they should protest against the proposal will receive due consideration before the proposed revised navigation rules are brought into force.

I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R159-I	15-2-97
R795D	15-4-97

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.
R835D	28-4-97
R1295D	13-5-97
R1335D	18-5-97
R2578	29-5-97

Papers
R79-Ed 87.
I 56-Ed 157.
R69-Ed 87

Public Works (1897) Depart.

CURRENT No. 69.

B. I. For

H.

Order

To correspondent to the Collector, for disposal.
(By order)

From

The Merchants & owners of Cargo boats Rajahmundry

No. —

Dated 8th April 1897
Received 12 —do—
Enclosures
Spare copies

SUBJECT.

Increase of License fee on Cargo boats re L

Complaining against

Asst Chief Engr for I

ad.

This refers to the notification regarding new licenses & navn rules concerning which it is promised that objections will be received & R. I. within three months & there is nothing in this petition but a complaint against the fees being raised as petitioners are poor & the E. C. railway is competing with them —
The petnrs might be informed that their petn will receive due consideration, and the paper be kept lying over for consideration with others which we may expect —

JHL 12/4/97

approved
WH 13/4

ROSCH
WH 13/4/97

Draft with dft. for 13/4 13/4/97

...I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R 159 - I	15-2-97

FURTHER PAPERS.

No.	Date.
I 56 GD.	13-4-97
R 79 GD	19-4-97
R 83 GD	28-4-97
R 129 GD	3-6-97
R 133 GD	15-6-97
R 258 C	29-6-97

No. I / 56. G.D.

Petition dated 8th April 19.. H.
Ithalla Kondayya and others
R, of Vemapiri village, Rajahmundry
taluq, Godavari district.

The petitioners are informed that their petition will receive due consideration before the proposed revised ~~draft~~ Panchayat rules are brought into force.

13/4
97

Sent with
date copy
the signed by
I of GDS
I
ACS
13/4/97

To
The Petitioners.
Vemapiri village.
Rajahmundry taluq
Godavari district.

ACS 13/4/97

GD after despatch, let
me have this file —

13/4/97.

I. Form No. 13—2,000—27.8.08

BACK

No. A

R/S N

Public Works (1897) Depa

E. I. Form No. 13

B

E. I. Form

R

IRRIGATION BR. H.

ISSUE No. I
56.G.D

To

~~The~~ Ithalla Kondayya & Others
Merchants &c of Vemupiri village

(Reply to letter No. ~~nil~~ , dated 8/4/57).

Dated 13-4-57

Despatched 14-4-57

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increase of licence fee on Cargo boats.
Petitioners are informed that their petition complaining against the — will receive due consideration, before the proposed revised navigation rules are brought into force.

...I. Form No. 13—2,000—...

BACK—2,000—23-2-97.

BACK PAPERS.

No.	Date.
R159 G.D.	8-4-97
R 159-1	15-2-97.

FURTHER PAPERS.

No.	Date.
Ltr R 7950	19-4-97
" ~~R 58-GD~~	~~26-4-97~~
R 8350	28-4-97
R 1298	13-6-97
R 1338	18-6-97
R 25BC	29-6-97

Sent to Government with No. ..., dated ... 1897.

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

REMINDERS ISSUED.

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

KEEP-WITHS.

Papers
R 6-9-97
to 16-2-98

E. I. For...

Public Works (1897) Departme...

IRRIGATION BRANCH.

ISSUE No. 765

To

~~The~~ Vathuzy Venkata Reddy and others - Boat owners Mogalthur. Narsapur Dgt

(Reply to ~~letter~~ petition, dated 28/4/97).

Dated 17-5-97

Despatched 19-do

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fee on cargo boats - Petitioners are informed that the subject of their petition, protest against the — will receive due consideration before the revised Navigation rules are brought into force

I. Form

n No. 13—2,000—23-2-97.

BACK PAPERS.

No.	Date.
Rg 850	28 4 97

Sent to Government with No. I.,

dated 1897.

Printed with G.O., No. I.,

dated 189 .

REMINDERS ISSUED.

No. 1, dated 189 .

" 2 "

" 3 "

" 4 "

" 5 "

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.
R 1298	13-5-97
R 1338	18-5-97
R 1518	29-5-97

Fwd with R 588/97

Public Works (1897) Department.

CURRENT No. 988 GD

~~Order~~ No 768 D 4/17-5-97

Endorsement.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

WH 17-5-97

JL 17/5/97

LCLS 18/5/97.

14/5/97.

LCLS 14/5/97

From Vathady Venkatareddy & others Boat-owners Nagallur Narsapur Tq No. Godavari Dt.

Dated 28-4-97

Received 14-5-97

Enclosures

Spare copies

SUBJECT.

Increased rate of Rs 2½ per ton in cargo boats — Protesting against the —

TRC

Issue to Dept with fair copy.

14/5

Dept WD despatch advice & give website.

LCLS 14/5/97

LCLS spend reply as above

18/5

E. I. Form No. 13—2,
n No. 13—2,000—23-2-97.

BA BACK PAPERS

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
I 9680	17. 8 97
R 12980	13-8-97

E. I. Form No. 13.

B/ t.

H.

Public Works (1897) Dep.

IRRIGATION Br

ISSUE No. 8680

To

The R. Petha Appalaswamy
& others, Boatowners
Devolambaram
Tho' S.I.

(Reply to letter No. , dated).

Dated 25 8 97

Despatched 29 do

Enclosures *

Particulars of Enclosures.

SUBJECT.

New Navigation Rules — Petitioners are informed that the subject of their petition will be one of the considerations before the proposed revised — are brought into force.

I. Form No. 13—2,

n No. 13—2,000—23-2-97.

BA

N —2,000—23-2-97.

ACK PAPERS.

No.	Date.
BACK	
No. 10789	16-5-97

FURTHER PAPERS.

No.	Date.
R 1298	13-6-97
R 1338	18-6-97
R 2586	29-6-97

Sent to ~~Government~~ with No. ~~82~~ 84 ~~1~~ 1., dated 25- 5- 1897.

Printed with G.O., No. 1., dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS.

R 10789 & 10858

R 10857

Public Works (1897) Department.

IRRIGATION BRANCH.

Petition

ISSUE No. I 1049 8

To

The Supg Engineer
First Circle

(Reply to letter No. , dated)

Dated 23-6-97

Despatched 28 do.

Enclosures *

* Particulars of Enclosures.

† This petition has not yet returned from the Supg Engr I Circle

Dtd 3/7/97

SUBJECT.

Petition from Mr Venkatasubba & others - Boat merchants - Rolle village protesting against the renewal licence - Forwarded in continuation of this office No. 84 (dated 9/7/97). - & states that the petitioners have been informed that the subject of the petition will receive due consideration

E. I. Form No. 13—2,600—23-2-97.

BACK PAPERS.

No.	Date.
PWDC R 6000	27-5-97

FURTHER PAPERS.

No.	Date.

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS

Public Works (1897) Department.

IRRIGATION BRANCH.

ISSUE No. I / 105GD

To

~~The~~ M. Venkatarathnam & others - Boat owners - Rajahmundry & Amalapuram Dy

(Reply to letter No. , dated).

Dated 23-6-97
Despatched 28-6-97
Enclosures *

* Particulars of Enclosures.

SUBJECT.

Increased license fees for Cargo Boats - Informs that the Subject of their petition re- ~~the~~ will receive due consideration before the proposed revised rules are brought into force

. I. Form No. 13—2,600—23-2-97.

BACK PAPERS.

No.	Date.
P.W.D. G 6000	2

FURTHER PAPERS.

No.	Date.

Sent to Government with No. I.,
dated 1897.
Printed with G.O., No. I.,
dated 189 .

REMINDERS ISSUED.

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

KEEP-WITHS

[Pub. 29. 2,000—5-97.]

Works

Public (1897) Department.

CURRENT No. 6000.

M. Venkataratnam and others, Boat merchants
From Ralli village, Amalapuram Tk, Godavari Dt

No.

Dated 27th May 97
Received 19.6.97
Registered 19.6.97
Enclosures
Spare copies

SUBJECT.

Protesting against the proposed issue of certain fresh boat licences.

Order Petitioners
informed.

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised rules are brought into force

I
20104. G.D.
Under sub. to B.S.E. I.
Forwarded to the B.S.E. I. in continuation of this office No. 5495 D. 25/6/97. The petitioners have been informed that the subject of their petition will receive due consideration before the revised rules are brought into force.

WH
23.6.97

. I. Form No. 13—2,000—23-2-97.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
Issue	104 105	P.D	23/5/97

Public Works (1897) Department.

CURRENT No. 1079D

Office Copy

No 855 P.D 24/5/97

~~Order~~ Endorsement-

The petitioners are informed that the subject of their petition will receive due consideration before the proposed revised navigation rules are brought into force.

24/5/97

To

The Petitioners

through the Supty. Engr. 1st Circle with reference to his endorsement No. 434 P.D 16 May/97

Ltr 1011
24/5/97

R.C
Send to Office with fair copy-
Ltr
Draft

From J.C. Larmine Esq.
Supty. Engineer 1st Circle

To The Chief Engineer for Irrigation

No. 434 P.D.

Dated 16.5.97.

Received 22.5.97

Enclosures 1.

Spare copies

SUBJECT.

New Navigation Rules ——
Submits a petition from the Boat owners at Dowlaishwaram with remark that the —— will prove a great hardship to the boat owning population

To Circle & repeat remarks thereon Sd. I

1011 24/5/97

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

~~Demi-Official~~ G.O. Remarks	No.	Department.	Date.
Demi	84	Gd	25 5 97
R	129	Gd	
R	133	Gd	7 6 97
R	258	Gd	29 6 97

No. 434 GD.

D. P. W.

Superintending Engineer's Office 1st. Circle.
Station Cuttack

Dated 16/5
Despatched 19
Received

May 189 7.

Enclosures 1.

To The ~~Executive~~ Engineer, ~~Division~~. Chief for Irrigation

Reference No. Petition from the boat owners of Londeithwaragan dated 12/5 189 7.

Informed to the Chief Engineer.

There can be no doubt that the licensing rules will prove a great handicap to the boat owning population, with their profits already seriously imperilled thro' competition with the railway.

The receipts from navigation are also likely to be continually reduced.

J C Lawrence
Offg Secy to Govt

B.

G.O.

CHIEF ENGINEER
FOR IRRIGATION.
2 MAY. 1897
No. R1079D

Public Works (1897) Department.

CURRENT No. R1294D

No 62

Order

From J.C. Larminie Esq
Supty. Engineer, 18th Circle

To The Chief Engineer for Irrigation.

641
No. ~~461~~ G.D.

Dated 13.6.97.

Received 17-6-97

Enclosures 24.

Spare copies

SUBJECT.

Enhanced License fees proposed in the new Navigation Rules on the Canal traffic — Submitting report on the probable effect of the —

T.D.E.I.

Have a complete file of the Settlement of navigation except changes made

July 1916

Complete file maintained

Jno

BACK PAPERS.

G.O.	No.	Department.	Date.
I	841 GD	20	97
I	902 GD	21	97

FURTHER P...

G.O.	No.	Department.	Da...
1133 GD		18-6	97

Nos. 24.

No. 641 G.D. Superintending Engineer's office
I Circle, Waltair D 13.6.1897.

From J.C. Lamming Esqr. M.I.C.E.
Superintending Engineer I Circle

To The Chief Engineer for Irrigation
Madras.

Sir,

In returning the petitions from the Godavari boat owners forwarded with Your Memo No: I/846 D. of 25.5.97 I have the honour to state that it is not possible to furnish any calculations or Statistics of the probable effects of increasing the boat license fees.

2. A Statement is however appended showing the fluctuations in the Navigation receipts from the year 1876 to 1896. But even from this nothing definite can be deduced. During that period the Navigation rules and rates for licenses appear to have been altered three times:-

In 1873 (G.O. no: 691/4.3.73) the rates for Cargo boats stood at Re 1 per ton

In 1878 the rates were altered to Rs 2 per ton (GO no: 847 I/4.11.78).

In 1879 (G.O. no: 481 I/1.9.79) they were increased to Rs 4½ Newton of 75 cft at which figure

they stood until 1883 when they were lowered to Rs 2½ per ton of 50 cft as per rules published in G.O. no. 261 I of 21/3/83 These rates included both Godavari and Kistna Canals.

3. A reference to the Statement now will show the results following on the various changes made. In 1878 although there was a decrease in the number of boats licenced there was an increase in the fees from Cargo boats, as also in the total Navigation Receipts. After the increase of rates in 1879 there was a decrease. But in 1883 after publication of the reduced rates sanctioned in G.O. No: 261 I of 21.3.83 there was an increase, while in the following year (1884) the decrease is ascribed to the reduction of rates. but this cannot have been the reason, for there was a reduction of 59 in the number of Cargo boats licensed. While in the next year (1885) there was a large increase under Cargo boat license fees, although a decrease of 35 in the number of boat licensed. In this year also occurs the first marked increase under tolls on Cargo boats

4

* The Statement made in G.O. No: 995 I 5.12.83 that the rates were increased must be incorrect.

4. The maximum total receipt for cargo boat licence fees and tolls was in 1887-88 Rs 69310. The next highest figure being 1893-94.

5. In 1894-95 the receipts from Cargo boat tolls were (with the one exception of 1887-88) the highest on record, ie Rs 33286. This following on the opening of the Railway in August 1893 would tend to indicate that so far Canal traffic had not been much interfered with, the number of Cargo boats however licenced and the receipts therefrom show a falling off, as shown by the figures in the Statement and the general tendency now appears to be downward.

6. Along the main lines of Canal much of the traffic is pretty certain to be taken up by the Railway, but all the other Canals must act as feeders to the main lines of navigation and if it is the intention of Government to divert traffic to the Railway, then the raison d'être for enhanced license fees is apparent, for otherwise produce arriving by boat at Nidadavole from say Narsapur or Attili en route to

Cocanada

Cocanada would never be transferred to the Railway unless the Canal rate were the higher.

7. But the same object could be attained by issuing a separate license for the through main line from Cocanada to Bezwada (at a prohibitive rate) issuing separate Delta licenses at the old rates.

8. All the Delta Canals would thus act as feeders to the Railway and the hardships Complained of by Petitioners would be reduced to a minimum.

9. While on the Subject of Navigation receipts I would draw attention to what I Consider defects in drawing up the annual statements. The Column "Total Receipts" is misleading, in as much as from the years 1879 to 1895-96 it includes the fictitious amounts Charged for licensing Government floating plant. This however is to be discontinued in future. On the other hand however from the year 1889-90, apparently on the Strength of a letter from the Examiner (His no: 1036 S.E. of 26. 11. 88), what is Called the profit on the working of the boat office has also been shown as a navigation receipt. This is purely a fictitious and paper transaction and further as the Chief amount of the so called profit is derived from the Steamers working on the River for Inspection purposes and Conveyance of officials, there is all the less reason for its inclusion as an Irrigation receipt and it will be omitted in future, unless you otherwise decide.

G.O. 4233 D/17 May/95

G.O. 5303 D/24/7/86

I have the honour to be,
Sir,
Your Most obedt Servt.

J Clarence
Superintending Engineer
13/6/87 I Circle.

GB
13.6.

CHIEF SECRETARY
FOR INFORMATION
7 JUL 1897
No. R12948

Statement shewing the fluctuations in Navigation Receipts at Dowlaisheraam for the years

1876 to 1895-96

Years	Cargoboats fees Rs	Total from all Sources Rs.	Number of cargoboats licensed	References and Remarks.
1876	31207	39952	1490	G.O. no. 691 of 4.3.73 fixes Cargo license fees for Godavary & Kistna at Re 1 per ton of 50 cft.
1877	34249	44742	1671	Figures from G.O. no: 261 I of 26.3.78.
1878	39996 Tolls 15 12 41508	53386	954	Reduction in number of boats licensed due to enhancement of license fees See G.O. no: 439 I of 9.7.80. Navigation Rules in G.O. no. 877 I of 4.11.98; license fees raised to Rs 3 per ton for Godavari & Kistna (50 cft per ton) Upto year 1878 Government boats were not licensed.
1879	43308 Tolls 4362 47670	63348	1019	Figures as per G.O. no: 439 I. 9.7.80. By G.O. no. 421 II 6.7.81 the figures are Rs 59925/71948/971
1880	36184 Tolls 2031 38215	51312	942	Revised Navigation Rules G.O. no: 481 I 1.9.79 Rs 4½ per ton of 75 Cft. The decrease from previous year is explained in G.O. no: 421 I 6.7.81 as partly owing to the revised rules for measurement of boats Sanctioned in G.O. no: 481 I 1.9.79 and partly to the decrease in the grain traffic.
1881	39513 Tolls 2342 41855	55670	1054	See G.O. no: 594 I of 3.11.82. Increase due to the extra Number of boats licensed —

	Rs	Rs		
82-83	40786	61724	963	See G.O. no. 995 I of 5.12.83. Increased Receipts partly due to increased rates of
	Tolls 3378			license fees of R 0-8-0 per ton or from R 2 per ton of 50 cft to R 3½ per ton of 75 cft.
	44164			This cannot be correct for the rules published in G.O. no. 261 J / 21.3.83 give R 2½
				per ton of 50 cft.
1883-84	24546	52968	904	See G.O. no. 802 J of 3.9.84. Decrease in receipts due to reduction of rates of
	Tolls 1740			license fees to R 2½ per ton of 50 cft. G.O. 261 J / 21.3.83. Total receipts include
	26286			Rs 9986 licenses for Government boats.
1884-85	39643	80731	869	See G.O. no. 726 J of 26.8.85. The increase in license fees is ascribed to a
	Tolls 2917			reversion to the old figure of 50 cft per ton, instead of 75. But this must
	52560			be incorrect, for these rates came into force in 1883 See above.
1885-86	34220	75852	806	See G.O. no. 679 J of 5-10-86.
	Tolls 13816			
	48036			
886-87	32309	86893	714	See G.O. no. 627 I of 14.10.87.
	Tolls 24791			
	57100			
887-88	35919	101390	666	See G.O. no. 619 J of 19.10.88
	Tolls 33391			Highest amount realized for cargo traffic
	69310			
888-89	31218	94253	590	See G.O. no. 534 J of 1.11.89
	27635			

889-90	31218	94253	590	See G.O. no. 769 J of 19.12.90. From this year profit on the boat office is
	Tolls 27635			included as a Navigation receipt, a rather fictitious entry.
	58853			
1890-91	29529	96600	571	See G.O. no. 947 J of 11.12.1891.
	Tolls 25353			
	54882			
891-92	33184½	96287	641	See G.O. no. 947 J of 14.11.1892.
	Tolls 23746			
	56930			
892-93	34285	102122	657	See G.O. no. 914 J of 31-10-93. Railway opened August 1893. Tolls
	Tolls 25380			on Cargo boats R 25380. Total Receipts include 5231 for Govt
	59665			floating Plant and Rs 4515 profit on boat office
893-94	36537	101660	672	See G.O. no. 964 J of 6.12.94.
	Tolls 25430			
	61967			
1894-95	24405	103626	440	See G.O. no. 940 J of 8.11.95. Tolls on Cargo boats R 33286 nearly
	Tolls 33286			as much as in 1887-88 When the total receipts from all
	Rs 57691			Sources were higher than any year till 1892-93. Receipts
				in this year highest on record, but they include
				an increase of Rs 6461 under Boat office.

Public Works (189) Department.

CURRENT No. 13362

Urgent

No 64

Order

M.E.I. lie over

This may be kept with the receipt of report from S.E. II which was asked for not later than 27th inst.

The letter form major E.O.R. shows also be put up

The file shows be completed and indexed for reference by the addition of following papers —

(1) The Govt of India received Imperial administrative reports about 90 – 94 in which it was suggested that navigation license fees should be raised

(2) Papers which led to appointment of committee to consider question of raising fees with committee's reports

The accompanying form of index should be used. Each paper in the file must be given a serial No. the papers being put in regular order the latest papers at the top – No 1 will be the oldest paper in the file. All the petitions & objections to the proposed rules may be kept together

attended to

SCIS Please put this work in hand at once & show me

23/6/97

SCIS 28/6/97

From J.C. Lawrence Esqre M.I. Cl.
Supdtg Engineer 1st Circle

No. C/168

Dated 18. June 1897.

Received 23. June 1897

Enclosures Nil

Spare copies —

SUBJECT.

Revised Navigation Rules — Forwards Copy of the Godavari Canal Dist officer's letter offering certain remarks on the — and observes that the new rules will not so well work as the old

To DEI

SCIS 87/87

23/6/97

CHIEF ENGINEER
FOR IRRIGATION
7 JUN. 1897
No. R 1296D

J. Lawrence
Superintending Engineer
First Circle
18/6/97

95. 96 26754
To 29430
56184

9468

478.

See Go. No. 224 I of 8.11.1896. The total Receipts are less than previous years by Rs 4917. Cost of licensing Government Steamer Mantraf ordered to be omitted.

Sat nine with the hitch 1 Cotton mt 6 Bales

Annual licenses in the Godavari

Cocks Ship Jetty Canal after the

Annual licenses in the Godavari

with out regular empty vessels

Col 13 rods shows Hide boatmen hire

BACK PAPERS.

G.O.	No.	Department.	Date.
R 129	Gen	17-6-97	

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Executive Engineer's Office
Godavari-Central Divn
dated 10th June 1897.

No 597

From

W. J. Howley Esquire
Executive Engineer
Godavari Central Divn

To

The Superintending Engineer
First Circle

Sir,

With reference to the new navigation rules which have been published by draft Notification dated 15-2-97 in the Fort St. George Gazette, I have the honour to offer the following remarks:-

(1) Under the new rules boats must apparently pay license fees whether they ply in the river, in back waters or in the canals. There will consequently be very few six weeks licenses taken out in future. But the only annual licensing station proposed for the whole Godavari District is Dowlaishwaram. This is somewhat hard on the owners of boats plying exclusively between Nagaram Island in the Central Delta and the important

This would not entail much

important weekly Markets at Palkole, Narasapur Canal. These boats at present take out Six weeks' licences at Jakkinelipalli or Narasapur toll stations (soon proposed to be abolished) and seldom if ever go up the Canals towards Bowlaishwaram.

(2) There are Cargo boats plying in the Vainteyam Godavari between Gannaram and Bendamurlanka. These carry chiefly Coir and Cocoanuts. Under the new rules these boats must take out licences, although there is no Canal locking into the Vainteyam Godavari. Must the owners of these boats also go all the way to Bowlaishwaram for their licences?

No licences can be taken out by post

(3) Under rule 25 no fee is to be levied for the registration of boats used solely for fishing on the Buckingham Canals, but for the Godavari river it is only sea going boats and boats carrying firewood that are exempted. This will come rather hard on the large number of small fishing boats on the Gowtami Vainteyam and Vasista Godavari. Probably it is intended that these boats should also be exempted, but according

Penal Code?

according to the strict letter of the rule it is not so provided.

(4) There is no penalty laid down for a person giving wrong information in a written application for a licence under rule 5

(5) The following sentence in rule 48 is not understood "The fact and period of suspension shall be recorded by the Canal officer upon the licence or the duplicate thereof as the case may be".

(6) There is no provision for a suspension order being communicated to the officer who issued the licence; yet under rule 7 that officer is responsible that the Counterpart of every licence granted by him corresponds to the licence of which it is a Counterpart

(7) Under rule 10 six weeks' licences may apparently be renewed at any licensing station by endorsement upon the original licence. There is no provision for these renewals and endorsements being communicated to the original office of issue for note upon the Counterpart of the licence, as a receipt must be given

For

for the fee paid for renewal and a counterpart for this receipt retained; it would be just as easy to issue an entirely new six weeks' license as is done at present.

(8) Under rule 47 a six weeks' license may be suspended for 15 days for a first offence but for a second offence in the same year only "the unexpired portion" of the six weeks' license may be suspended. This unexpired portion might frequently happen to be only 1 or 2 days.

(9) There is nothing in the rules forbidding a boatowner from taking out a new six weeks' license instead of simply having his old one "renewed" by endorsement. There is no rule, however, obliging the boatowner to give up the old 6 weeks' license on taking out the new one.

(10) There is no provision for suspension orders being copied from one six weeks' license to a successive one, in order that it may be known whether a boat has been previously suspended in the same year.

(11) The sentence "nothing shall be allowed to project beyond the side of any vessel or raft" does not seem to come correctly under the heading "Dimensions of

"of rafts"

(12) There is no rule declaring that the number of a vessel must always be visible. It often happens that a coil of rope or a piece of sail is intentionally arranged to hide the number and it very frequently happens in the case of Madhavi boats that the number is hidden by a bamboo being hung over it on one side and by the open door of the front cabin being turned back over it on the other. Under the proposed rules the boat-owner could not be punished as long as the number was actually there.

(13) Under rule 46 it is apparently intended that boats may be inspected as regards their state of cleanliness and repair only by a Canal officer incharge of a licensing station and that only boats actually at that station should be inspected. It is not clear why boats should not be liable to inspection by "any Canal officer" at any place within his jurisdiction.

(14) The statement that the proposed rules apply to Channels as well as Canals, rivers and backwaters in the Godavari District will be taken as an excuse for floating rafts down and plying small

E. I. Form No. 12

for the
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licen

boats in minor irrigation channels with the probability of damage to small masonry dams, sluices &c

(15) There is no provision in the rules for the "dugouts" that have floated teakwood rafts down the Canals to return up to Rajahmundry &c.

(16) There is no provision under which a vessel or raft sunk in any waterway so as to obstruct navigation may be summarily removed by a Canal officer and the cost recovered from the owner.

I have the to
W.H. W. J. Worsley
Executive Engineer
Godavari Central Divn
12/6/97.

(10) no C/168 Dated 18. 6. 1897.

Copy forwarded to the Chief Engineer for Irrigation in continuation of this office No 641 of 13-6-97 with which a statement was sent, from which will be seen the large sums realized by tolls.

(11) The new rules do not provide for tolls, apparently the six weeks license is intended to take their place.

Come correctly under the heading of

Altogether it does not appear probable that the proposed new rules will work nearly so well as the old.

If the Railway must be encouraged, all that seems necessary, is the provision suggested in para 7 of this office No 641 above alluded to.

J. Clemence
Superintending Engineer
1st Circle

10

Dated 20. 6. 97

T.d.
18/6/97.

CHIEF ENGINEER
FOR IRRIGATION.
23 JUN. 1897
No. R 133 GD

Public Works (1897) Department.

CURRENT No. 141

Order

From R

No. 6048.

Dated 23-6-97

Received 28-6-97

Enclosures 2

Spare copies

SUBJECT.

Draft Navigation rules — forwg: copy of letter No 4539 dy 4-6-97 with Mans: 334 from Manager E. Railways with Mans: with a request to take the Manager's representation into full consideration before the — are finally approved & brought into force.

Withers
Valuer

ICS 28/6/97

BACK PAPERS.

No.	Date.
R 1593 07	18—3—97

FURTHER PAPERS.

No.	Date.

100 18-1-97-

PUBLIC WORKS SECRETARIAT,

RAILWAY BRANCH.

Put up in Revised Draft Rules. File 1/0 lic. when the replies are received from D.L.s I & II asking for report on various petitions received

JH
24/6
97.

Station Coleraine date 23rd June 1897.

OFFICE NOTE. No. 6044

From R

To I

With reference to G.O. No: 162 I, dated 15th February 1897, directing the publication of the draft Navigation rules and notifying that objections thereto would be received and considered within three months of the date of publication, I beg to send herewith a copy of a letter from the Manager, East Coast Railway No. 4539/334, dated the 4th June 1897, with its enclosure from

from the Traffic Superin-
tendent of the same Rail.
way.-

2. Though received so
late it is hoped that the
Irrigation Joint Secretary
will have no objection to
taking the Manager's repre-
sentations into full consider-
ation before the draft rules
are finally approved and
brought into force.-

CHIEF ENGINEER
FOR IRRIGATION
28 JUN. 1897
No. 141

Fleming/S. Spring
R.
19/6/97

Form No. 69.

Copy of a communication from

the Manager, East Coast Railway

to

the Consulting Engineer for Railways, Madras,

No. 4539/334, dated 4th June 1897.

Enclosure 1065

With reference to your Endorse-
ment No: 1105, dated 23rd March 1897,
on Madras Government Order No: 162 I
dated 15th February 1897, I have the
honour to forward herewith a copy of
my Traffic Superintendent's letter
No: 25999 A dated 27/28th May expressing
his views on the revised Navigation
Rules-

2. It is much to be regretted that
the assistance promised has not
been afforded in this the latest revision
of the rules for imposing special tolls
on the canals.-

3. Unless the six weekly licenses
is abolished altogether the new rules
will be of no benefit to the Railway-

CHIEF ENGINEER
FOR IRRIGATION.
28 JUN. 1897
No. D. 141

Copy of letter no: 25999-A dated 27/28th May 1897, from the Traffic Superintendent, East Coast Railway, to the Manager, East Coast Railway.

Proposed Navigation Rules under Act II of 1890.

Referring to the draft Navigation Rules G.O. no. 162 I of 15th February 1897, for the canals received under cover of your no: 2371/334 of the 23rd March last. Gazetted Fort Saint-George Gazette no 10 of 16th march 1897, I have the honour to state that the proposed measure, undertaken with the avowed object of giving relief to the Railway from the Boat Competition on the canals, will not in my opinion encompass the object in view as it is a half hearted measure which only goes halfway. The license fees in the aggregate for the three lines of navigation do increase the rate of tolls, previously paid, some three-fold, but such increased license fee will not debar through navigation. Example - take a boat of 30 tons, the proposed license fee for the three canals

per

per year will be Rs 300. allow ten trips per year, the fee will be Rs 30 per trip. or a cargo of say 1000 maunds per trip, it will only mean about 6 pies per maund per trip — this will not be in the nature of an embargo, when the low rates at which Canal boats can take freights are considered.—

II But even this half measure is minimized by the six weekly license at 1/8 per ton. this emasculates the whole measure of its intended object of doing away with competition. In the case of boats which take a yearly license a boat owner would have in some measure to be assured of freights for a given number of trips, but in a six weekly license he has only to be a "tramp", to launch his boat for a trip to run a cargo, and to lay her up when there is no cargo, and this keeps alive the very essence of competition by being ever ready to lower rates with no risks. for the freight for the trip pays the license and even at starvation rates. Keeps the boatmen in food, while it keeps alive the State power in Railway

5 or 6 more likely

(W) 37
27
W 30-Ten boat!0

Where can he do this under the new rules he is liable to pay a fee when in and Backwater or channel

Serial No. 36

Yes of course one of the objects of the Railway is that the canal traffic does not pay expenses at present + is therefore not compelling

Railway rates and prevents Railway development. Our stand I submit should be against the six weekly license fee which is only another form of Toll, the Canal if Kept open for navigation in the interest of respectable boatowners with vested interests, who own boats and can license this for the year should be closed to Boat speculators and Canal tramps.—

III. The proposed rules will doubtless increase the Canal revenues but this surely is not their object. the pledge to the Railway is that they would stop Canal Competition with Railway traffic. The Chief Engineer of Irrigation endorses this pledge and at the same time holds out both hope and promise that the measure when brought into force will "have the desired effect". Letter No: 182 of 27th April 1896. from Chief Engineer to the Consulting Engineer for Railways. The measure as drafted will not have the desired effect, it would perhaps be unjust to suppose that it has been drawn up in behalf of the Canal Revenues but that is the only safe

family one of the objects is to make the competition fair. to only way to abolish competition is to close canal or railway

prediction of its outcome if it comes into operation; this Railways development will still be retarded and its operations on legitimate rates of freight be handicapped by Boats offering low rates and being constantly on the lookout for reducing rates. the rules offer a premium for such tactics by allowing every owner of a patched up craft, a license for a trip worth now. The measure can only benefit the Railway by closing competition of this kind. —

CHIEF ENGINEER FOR NAVIGATION. 28 JUN. 1897 No. 141 2

Public Works (1897) Department.

8066

CURRENT No. 25BC

From Major W. L. C. Baddeley R.E. Supt Engineer

Order

No. 115 BC

Dated 29 June 1897

Received 1—7—97

Registered

Enclosures 2

Spare copies

SUBJECT.

Revised Navigation Rules — Forwards with remarks letter from the Sec'y Canal respecting on certain ~~the~~ rules in the —

Papers

MD.

Herewith the file with Index & the add'l papers req'd by D.E.V. added to it.

July 7/97

MAB 7/7/97

S.C.S. the index to the file sent to you to-day

7/7/97

BACK PAPERS.

No.	Date.
987 K.S.	25-5-97
R 1BC	5-1-97
R 167 Rr	23-2-83
R 42-II	26-11-94

FURTHER PAPERS.

No.	Date.

SUPERINTENDIND ENGINEER'S OFFICE,
SECOND CIRCLE, Bezwada

No. 115 BC

DATED 29 June 1897

FROM,

Major W. L. C. Baddeley R.E.
SUPERINTENDING ENGINEER,
II CIRCLE.

To,

The Chief Engineer
For Irrigation
Madras.

Encls: 2

Ref. my EE. letter Petition

SIR,

× In reference to your No. II/87 K.S. dy 25th May 1897, I have the honour to forward a copy of a letter from Mr Paul the Exec: Engineer of the Buckingham Canal Div., in which he points out that it is scarcely possible at present to say what effect the new license fees will have on the trade of the Canal.

2 He also refers to the fact that the Canal has been of much use, and from the statistics of boats built, it would seem that transport by water is appreciated and the carrying trade by Canal likely

likely to increase. Some reference is also made to demurrage and wharfage fees, and suggestions made for alterations in the rules regarding these fees.

3. Personally I have always been opposed to the proposal to divide the East Coast Canals into sections; and the scale of license fees in the new Navigation rules is altogether different from that proposed by the Committee which sent in the original proposals for modifying the rules - Vide this Offices No 472 of 22.11.94. vide R42-II, 1894

4. With the exception of Mr. Russell who was of opinion that the fees for boats on the Buckingham Canal were too low, the Committee adhered to the views expressed by Colonel Hacked R.E. when Chief Engineer for Irrigation - Vide his note printed with G.O. No 562W of 20th July: 1883 in which he remarks

"What I desire to see is one demand to clear all the Canals. - I would remove all obstacles in the way of navigation that I possibly could, believing that the interests of Government will be best served by improving the Communications, stimulating consumption and consequently extending production."

The new Scale of license fees strikes at the very root of the principle that one demand should clear the Canals from Cocanada to Madras, and I am convinced that the result will be unsatisfactory both for the Canals and the Railways, for trade will be destroyed, not merely diverted from the Canals to the Railways, and the object with which the new Scale of license fees has been introduced will be defeated.

5. In my No. 405 B.C. of 19.12.96, I alluded to this, when sending in my final report on the draft rules. As regards the Collection of statistics to support my opinion regarding the new Scale of license fees I am quite unable to do so until the new rules have been working

Yes - I objected to flat rate fee. Mr. Hall's opinion. Recommendation that no special dispensation be taken by Engineer - before any sort of traffic is affirmed of a most unreasonable nature in the fees. Engineer in charge is a member of Committee.

R 1847 of 1894

R 1847 dated 16.9.97

Hall was wanted to examine the existing conditions regarding boat traffic & see what new fees were necessary.

Copy for Engineer

There were no Railways in 1883 circumstances are now different

likely to increase. Some reference

working for some time, and also the effect of the Madras-Beyrwada line upon the Canal traffic cannot be gauged until the two trade routes have been working side by side for some time.

7. It is doubtless true that the boat owners have not made out an adequate case; but it appears to me that they strike the right note in the last para of the petition of 8th May 1897 in which they ask that the new scale of fees may not be enforced until the effect on the Canal trade of the B. N. Ry: is known.

8. I would most strongly urge that the new rules be not brought into force for at least two years after the completion of the B. N. Railway. For I do not believe that any one can foresee what the full effects of the new rules will be.

I have the honour to be,
Sir
Your most obt Servt
W. Baddeley major R.E.
Supdg Engr, 2nd Circle.

28/6/97

Sir
He remembered that there are other reasons for revising the rules besides the railway question - Further the E.C. Railway has been open for some time + it is not yet to the E.C. railway that the railway officers have complaints of competition

CHIEF ENGINEER FOR IRRIGATION. 1- JUL 1897 25 BC

Letter from J.R. Paul Esqre Exe: Engineer Buckingham Canal Divn to the Supdg Engineer 2nd Circle, dy 21.6.97, no 629.

With reference to your No 808 B.C. dy 2nd June 1897 forwarding a memo from the Chief Engineer for Irrigation in which I am asked to submit a detailed expression of my opinion (supported by Calculations and Statistics as far as possible) on the probable effect of the enhanced license fees proposed in the New Navigation Rules, on the Canal traffic, I have the honour to report as follows:-

2. In connection with this question the competition of the Madras-Beyrwada Railway, which will shortly be open for traffic, must necessarily be also taken into consideration. So to form any opinion as to the immediate future of the Canal is an extremely difficult question for one to answer, and Statistics or calculations prepared from data obtainable under present conditions will not, I am afraid, assist me in the disposal of this subject.

3.

3. The Buckingham Canal will have to compete with the Madras Rail way, one of the best managed lines in India. At first I am inclined to think after consulting the Madras Railway Guide that the Railway will carry most, if not all, of the Coal and a certain amount of the grain, at any rate that portion which is connected with speculative trade. This, if so, will be due to the very primitive state of the trade on this Canal, which compares unfavourably with the trade on the Godavari and Kistna Canals. In the Godavari the transport trade is mainly in the hands of men of some capital, owning several boats and in their dealings with merchants, can take care of themselves; much of their trade is also with the large European and Native firms of Cocanada which educates them in business habits. On this Canal, the ordinary boat man is usually an owner or a part owner of a boat, or else hires the

This para is rubbish quite clear. The quotation is from para 5 of Col Hartop's report printed with G.O. 56 C.W. of 20 Feb 1883 W.L.C.B.

The Godavary & Kistna Canals have been in existence much longer than the Buckingham Canal - W.L.C.B.

I doubt this, but in any case, the Godavary & Kistna navigation will be governed by the new rules W.L.C.B.

the boat from an owner who owns one or two boats — rarely more. While the merchandize is on route large quantities of the cargo disappear, part being applied to what is euphemistically called "Exactions which cannot be confined to those demanded on behalf of the public." On arrival at Madras the boatman has to settle with the Chetty and if the latter is an adept at chicanery, the boatmen probably has to accept his measurements and comes off second best. No doubt in time the system of trade will be improved and merchandize such as coal will be then carried cheaper on the Canal than by rail.

4. I anticipate that the new Railway will probably affect the Canal more than the proposed alterations in the system of licensing boats, but it is perhaps unfortunate for the Canal, that to the these disturbing

causes should take effect simultaneously.

5. What will probably happen is that some of the larger boats, even 20 tons will take out short period licenses for the Kistna line of navigation as occasion requires but it will hardly pay the smaller boats to do so.

6. There is however no doubt that notwithstanding the want of system in carrying on the trade on this Canal all the statistics that are annually prepared shew that the Buckingham Canal is in a very flourishing condition. The coal industry has given a powerful impetus to boat building especially in boats of greater tonnage. In 1894-95 I find that 74 boats were built of 1069 total tonnage including 22 of 20 tons and over and of these 10 were above 24 tons, from that time to date the corresponding figures are 148, 3952, 81 and 45.

7. It may, therefore be accepted that the Canal has proved itself of immense utility in assisting the trade and prosperity of that tract of country it serves, and it would be a matter for future regret if any alterations should be lightly made in its present conditions that would even for a time check its progress.

I fully agree with all that is said in paras 6 & 7 & I hope that a change, which may have such disastrous & impression effects will not be hastily carried out. I refer to the attempts to split up the E.C. Canals into sections, by fixing prohibitive rates for through traffic; with the object of forcing traffic to the E.C. Ry. [illegible]

8. I do however think that the time has certainly come when considering the large amount of money Government has spent in improving this Canal into a first class line of navigation and maintaining it as such, it is certainly justifiable to raise the fees levied for the use of the Canal; but I have doubts whether the proposals now made to discourage through traffic by rather violent measures is wise.

9. Lest: Sankey in his note for warding the existing Navigation Rules

Rules for Sanction. G.O. no 562 W
of 20th Feby: 1883 writes "It is of
"the utmost moment that a
"work which holds out such
"promise of Success in ordinary
"years, and of proving itself of
"inestimable value during famine
"should be freed in its infancy
"from all needless trammels". It
is now considered necessary
to shackle the Canal with another
and new trammel in order to
bolster up the Railways. Even
in England the former policy
of ~~raising~~ ruining Canals in behalf
of Railways is held by many
to have been a disastrous mistake.
In this country where both railways
and Canals are controlled by
the State there cannot be any
real rivalry between the two.
That each has its proper function
to perform in the transport of
merchandise has long been re
cognised in France where railways
and Canals runs side by side
in
figures are 148, 3952, 81 and 45.

7

in peace and flourish.

10. As regards the petition that has been sent to me it is perhaps not necessary to consider it in detail, but on referring to the new Rules regarding demurrage and Wharf charges, there does appear to me, to be some ground for the complaints of the petitioners,

(1) the demurrage charge per ton per seven days over a week is to be 8 annas.

(2) the Charge for goods stacked on the wharf per 100 square feet is one anna.

Under the present wharf rules (Notification Fort Saint George July 17th, 1893) the corresponding demurrage charge is one anna to be paid by the Consignee not the boat man, and there is no provision for stacking goods.

As

CHIEF CLERK
FOR INFORMATION.
1- 1897
No. 25 Bc

10.

Public Works (1897) Department.

No 72

CURRENT No. 361 h

Order

From The Chairman
Chamber of Commerce
Madras

No. —

Dated 3.8.97
Received 4.8.97
Enclosures
Spare copies

SUBJECT.

Increased license fees on Cargo boats — Protesting against the —

5 Cys
2 Rough copies of the letter
herewith
Issued R.K.
4/8/97

To Dey.

Cys
4/8/97

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

The Chamber of Commerce,

MADRAS, *3rd August*, 1897.

FROM

THE HON'BLE MR. G. G. ARBUTHNOT,
CHAIRMAN, CHAMBER OF COMMERCE,
MADRAS.

To

THE JOINT SECY. TO GOVERNMENT,
P. W. D., (IRRIGATION BRANCH,)
CHEPAUK.

SIR,

The attention of the Chamber has just been directed to the Draft Notification which appeared in the Supplements to the *Fort St. George Gazette* dated the 16th, 23rd and 30th March last, regarding the proposed introduction of a revised scale of fees for the licensing or registration of vessels plying on the Canals between Madras and Cocanada, and it observes from the head Note that all objections ought to have been submitted within three months from the date of the Notification, a ruling which, if strictly adhered to, would debar the following representation from consideration. But the Chamber—while regretting that a matter of this nature, so intimately connected with the trade of this Presidency, was not specially referred to it for consideration and report, as the Government has obligingly done on previous occasions when large mercantile interests have been involved—ventures to hope that its views will nevertheless receive due consideration, more especially as no Government Order enforcing the proposed enhanced fees has yet, so far as the Chamber is aware, been issued.

It appears from the Notification that the Canals are to be divided into three sections, a separate fee being charged for a license for boats plying over each, with the option of a consolidated license fee for all three sections. The Chamber does not propose to contrast the present with the proposed fees on all vessels traversing the Canals, but will confine its remarks to passenger boats, 2nd class, which are those always used for general cargo. At present, a license fee of Rs. 3 per registered ton permits the passage of these boats over the whole system of Canals from Madras to Cocanada and *vice versâ*, whereas, according to the Notification, it is proposed to enhance the fee to no less than Rs. 12 per registered ton, a charge which the Chamber considers very excessive, and as no less undesirable in the interests of the Government as in those of the boat-owners and the merchants who employ them.

The Buckingham Canal" Cop. boat

The ordinary sized boat is of 18 tons register, and the present and proposed fees payable on these vessels compare as follows :—

	Present.	Proposed.
Boats plying to Bezwada	Rs. 54	Rs. 126
Do. do to Rajahmundry	„ 54	„ 216

As these boats carry only about three-fourths of their registered tonnage, it is evident that the rates of freight will have to be very considerably increased—proportionately with the increase in the license fees. But the Chamber considers it not improbable, if the proposed fees are enforced, that the boat traffic on the Canals will be extinguished, as the bulky and heavy goods of low value, of which it mainly consists, cannot afford to pay the high rates of freight which would, necessarily, have to be charged.

The six-weeks license fees, which are a great convenience to the poorer boat-owners, it is also proposed to raise, from As. 8 to Re. 1-8 per registered ton, which will certainly press very hardly upon, if they do not ruin, these men.

The revision of the rates is proposed in accordance with the provisions of 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"), but the Chamber has little hesitation in saying that, so far from the enhanced license fees being calculated to have the effect apparently intended by the Act, they will have the exact contrary effect, in that, as pointed out above, they will seriously imperil, if not altogether extinguish, a large portion of the traffic which now contributes towards the upkeep of the Canals in question. The Notification does not attempt any justification of the proposed enhancement of the license fees; but be the cause what it may, the effect, in the Chamber's opinion, will undoubtedly be that indicated.

The enhanced fees, it appears to the Chamber, will only benefit the Bezwada-Madras Railway, an eager and importunate competitor for traffic; but the Chamber is loth to believe that this is the sole object of the enhancement, as it entertains the opinion that such an object would not be legitimate. This, however, is a point which the Chamber need not here discuss; it desires only to secure a reconsideration of the Draft Notification in the light of its present representation, and it ventures to hope that Government will be pleased to make no alteration in the amount of fees now levied until, at all events, the Railway has been opened for some time, and Government has had an opportunity of seeing what effect the Canal traffic has upon that of the Railway.

The Chamber understands that of late in Europe, and especially in France, the desirability of endeavouring to develop Canal traffic in bulky and heavy goods of low value, which cannot afford to pay for speed, has received general and increasing recognition, and the adoption in India of a policy the reverse of this would, in the opinion of the Chamber, be much to be deprecated.

I have the honour to be,

Sir,

Your most Obedient Servant,

George G. Arbuthnot

Chairman.

CHIEF ENGINEER FOR IRRIGATION
4-[illegible]-1897
No.....

CHIEF ENGINEER
FOR IRRIGATION.
4 AUG 1897
No. R361/m.

Public Works (1897) Department.

CURRENT No. 371/m.

Order

From The Chairman
Chamber of Commerce
Cocanada

No.

Dated 7th August 1897

Received 13-8-97

Enclosures

Spare copies

SUBJECT.

New Navigation rules — protesting against the ——

To D.E.I with papers

1cls
13/8/97

BACK PAPERS.

No.	Date.	No.	D.
149 Jal dy	30.7.97		

CHAMBER OF COMMERCE

COCANADA, 7th Aug 1897.

From,

THE CHAIRMAN,

CHAMBER OF COMMERCE,

COCANADA

To,

The Joint Secretary to Government
Public Works Department
Irrigation Branch.
Madras.

~~Sir~~,

Sir, I am requested to thank yo
for your promise, in your telegra
of 30th Ultimo, to take into consider
-tion the views this Chamber may
put forward on the question o
the New Regulations for the co
-trol of the Canal boat traffi
and for your further courtes
in allowing us sufficient tim
to do so. I may perhaps be allo
at the same time to express m
regret that no notice was giv
to this Chamber of any inten
on the part of Government t
alter the existing Regulation
It was by a mere accident
the Chamber became aware
a project of such vital inte

The pith of the whole
-lations lies in the Schedule

fees for licences and tolls. The Navigation Rules proper may well be left for disposal to the ripe experience of the Officers of the Public Works Department.

The Chamber do not propose to take into consideration the fees for navigating one system and two systems for the boats must have the faculty of working on the three systems if they are to be worked at a profit, that is to say if they are to be worked at all on the present scale.

The following are the Tolls Collected under the present Schedule for using the 3 Systems of Canals Godavari, Kistna & Buckingham

Yearly licence Rs 2/8 per ton
6 Weeks licence " 0/8 per ton

Under the new Schedule

Yearly licence Rs 10/- per ton
6 Weeks licence " 1/8 per ton

In other words the yearly licence has been quadrupled and that of 6 weeks multiplied threefold

The Chamber assume that this anormous addition of 300% and 200% to the existing rates is dictated by a desire on the part of Government to prolect the East Coast Railway which is Government property against the Competition of private indi-viduals.

With all Submission the Chamb desire most respectfully to say that their sense of proportion is offended when they realise that a great and a just Govern-ment should seek to benefit pecuniarily an undertaking of its own at the expense of a poo and hard working Class such as the Canal boatmen.

the taxpayer in General

The idea appears to be the the Canal traffic is in the ha of well to do traders who can w properly be swept away to m work for a Government Railw But this is a mistake. Mos the boats are owned by the boat themse

See Mr. Vaulx opinion as to this in his letter in Serial No. 66.

from

themselves and are worked by the owners and their families.

In addition to these sentimental considerations which the Chamber think nevertheless weighty, I have the honor to bring forward the following practical reasons against the new Regulations.

(1) The Chamber believe that these new Regulations will lead to the ruin of Cocanada as a port. It only exists now by the very cheapness of its canal communications.

(2) The adjoining Railway has carried away the traffic from Cocanada and not to it. at the present moment many thousands of tons of produce on the Nizam's Railway are being carried away to Bombay owing to the low rates of freight introduced by the G. I. P. Railway distances of 500 to 600 miles compared with 150 to 200 miles separating the loading stations

If this is correct the E.C. Railways cannot get the traffic it wants in any case the E.C.R. need not be concerned

from Cocanada.

(3) As soon as the new Schedule comes into force the cost of bringing produce into Cocanada will be raised considerably — while the same rate as now — practically will take the produce to Bombay. The result will be that large quantities of produce will actually be loaded in Belgva -da and the adjoining stations — for Bombay (714 miles off!) instead of coming to this port (distance 130 miles.) The Nizam's State Railway and the G. I. P. Railway becoming the beneficiaries under the attempt to increase the earnings of the Belgwada, Cocanada Sections of the East Coast Railway, a short lead of 130 miles which might well be left to itself considering the other interests involved.

(4) The Chamber believe that the Rules will defeat their own object Instead of benefitting the East Coast Railway, a State Railway, they will help

help to crease the dividends of an alien Railway, the Nizams, and they will add to the Traffic receipts of the G. I. P. Railway, a private concern, at the same time dealing a heavy blow to the trade of Conada and utterly ruining the best traffic which has a vested interest of over 40 years in the Canals and which besides has every right to Government protection seeing that the bits and the boat people have been the indirect means by which the Godavari and Kistna Districts have been raised to their present state of prosperity.

The Chamber in Conclusion earnestly hope that Government will be pleased to withdraw the proposed new Regulations.

I have the honor to be,
Sir,
Your most Obedient Servant
W. Brighton
Chairman

Public Works

Local & Munl. (1897) Department.

(76 Jus.)

CURRENT No. ~~6811~~ 6780

From The Vice President District Board Godavari

No. 728 dated 7th July 1897.

~~Order~~

Transferred to the Public Works Department.

Secretary to Government.

Regn. No. 937 of 97

Dated 19th June 1897

Received 25 JUL 1897 12-7-97

Registered

Enclosures 2

Spare copies

V.R. 5/11/97

SUBJECT.

~~Submitting~~ Stating that the tonnage charged by P.I. on L.F. ferry boats and ballast is unreasonable and requesting exempt such vessels from operation of the Navigation

To DR Under rule I of the existing regulations the exemption claimed is not permissible. Under rule II of the revised regulations all Govt boats belonging to P.W.D. will be exempted from paying licence fees &c. This privilege cannot apparently be extended to the L.F.B.s as the Canal income will suffer. Please see Govt No. 4233 12/5/95

To Secy

The Public Works Department

Sd. for orders

Supt Wks for order stating why the charges are

1/7/97

9/11/97

M 1477

BACK PAPERS

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No 116

76.

District Board Engineer's Office
Date 29. 5. 1897

From

P. N. Brown Esquire, Ind. Cl.
District Board Engineer, Godavari

To

The President
District Board, Godavari

Sir,

I have the honour to draw your attention to the amounts paid by us for passing our ferry boats through the canal enroute to their different destinations.

This is altogether a new charge, for, Since I came to the District, on my certifying that the ballacut was not to be used on the canal, I used to obtain a free pass:-

It was not until Mr. Ussher came in 95-96 that we were made to pay and I think a reference to Government might obtain for us a reversion to the old method.

For the punts etc we use on the canal there is of Course no objection to pay the ordinary dues, but when we have to pass a Staging punt or ballacut through, it is somewhat expensive to be charged a 40 days' ticket on her tonnage. we have paid Rs 100 already under these new orders.

I have etc etc
(Sd) P. N. Brown
Dist Board Engineer

1/6814/97

/ To be returned with reply /

Reg.a Cor.e No. 937/DB. dated 3. 6. 97
Dy. 5. 6. 97

Forwarded to the Superintending Engineer 1st Circle for favour of remarks.

/Sd/ U. A Brodie
President

Letter from the Superintending Engineer, 1st Circle to the President. District Board, Godavari No 626 Gd. dated 8th June/97

With reference to your No 937 of 3rd Instant herewith returned. I have the honour to inform you that the navigation rules now in force do not make any exception in favour of ferry boats that are worked under Local Fund Department. The boats cannot in the absence of Special orders of Government be allowed to navigate the canals without obtaining a toll ticket.

/Sd/ J. C. Larminie
Supt.g Engineer
1st Circle

/ True Copy /

/ Illegible /
Vice President Dist.t Bd.

Dy. 21. VI 97

Rec.d
67 80 (97)

GODAVARI DISTRICT.

Jon Cir. No. 937/DB of/97

BOARD OFFICE 19th June 189/;

Dept. 22nd June 1897

LOCAL & MUNICIPAL DEPT.
G. CIRCULAR No. 1682

FROM

U. A. Brodie Esquire
President

To

District Board. Godavari

The Chief Secretary to Government,
Local and Municipal Department,
Madras.

SIR,

In Submitting herewith Copies of Correspondence regarding the tonnage charged by the Public Works Department on Local Fund ferry boats and ballacuts, passing through Canals enroute to their destinations, I have the honour to State that the charge appears to be a new one as stated by the District Board Engineer and also unreasonable. There are certain Local Fund boats and punts used for carrying materials through Canals and tonnage may be charged on them. But the boats in respect of which the charge is objected to by the District Board Engineer are the boats and ballacuts constructed or repaired at the Local Fund Workshop intended for ferrying passengers at the several ferries in the District. It is only enroute from the Workshop to ferry Station or vice versa that such ferry boats will have to pass through the canals, and if for such a passage, the charge is to be invariably paid, it is submitted that the Board will be subjected to unreasonably heavy expense in addition to other Conveyance charges

2

again, the District Board had a ferry steamer Constructed at Dowlaishwaram for use at the Narsapore ferry and when she was taken from Dowlaishwaram to Narsapore, the Public Works Department charged tonnage on her which the Board had to pay.

3. I have, therefore, the honour to request that Government will be pleased to exempt such vessels from the operation of the navigation rules referred to by the Superintending Engineer.

I have the honour to be,
Sir,
Your most obedient Servant
(Sd) U. A. Brodie
President
1/ Vuccatanaraw
Vice President Dist Board

Ns 21.8.97

w.s-2
780/97

Public Works (1897) Department

(77)

CURRENT No. 8202

Order

From

The Chairman
Native Chamber of Commerce.
Cocanada.

No.

Dated 1.8.97
Received 17.8.97
Enclosures.
Spare copies.

SUBJECT.

Navigation fees:

Submitting its views on the proposed enhancement of ——.

To DEs

[P. W. 29. 1,000—22-4-97.]

1000
15/8/97

BACK PAPERS.

No.	Date.

FURTHE

No.	

Cocanada 1 August 1.

From
The Chairman
Native Chamber of Commerce
Cocanada

To
The Secretary to Government
D.W.D. Branch
Madras.

Sir

I am directed by the Chamber to submit its views on the proposed enhancement of navigation fees, notified in the District Gazette Supplement of May 1897. The chamber begs to pronounce that the draft notification has taken it by surprise. The measure is one which has far reaching consequences and the chamber ventures to express its regret that Government was not pleased to give previous notice to the chamber of its intention to revise the Schedule of rates. The chamber proposes to deal specially with the rates for cargo boats which are the main concern; but the arrangements apply with equal force to passenger boats also. The existing and proposed rates in the case of cargo boats for the 3 lines of navigation are:- under the old schedule

yearly license R 2-8-0 per ton
six weeks " R 0-8-0 "

under the new schedule:

yearly license R 10-00 per ton
six weeks " R 1-8-0 "

It will be thus seen that the yearly licence fee has been quadrupled and that for six weeks

has been trebled. The Chamber is entirely in the dark as to the considerations that have led to this extraordinary enhancement of 300% in the one case and 200% in the other. No circumstances justifying the enhancement have arisen since the time the existing scale is fixed. It can not for one moment be held that any special facilities calculated to promote his prosperity have been afforded to the boat owner. The chamber is not aware that the Public works Department has put itself to any special expense on his account in any way necessitating the imposition of an overwhelming addition of tax on him. On the other hand the Government cannot be unaware that the East Coast Railway even as matters stand at present has materially hampered his custom.

The chamber apprehends that this sudden and appalling enhancement has proceeded out of the solicitude of Government to advance the interests of the East Coast Railway against the competition of private boat owners.

If it is the idea of Government that the canal traffic is the concern of a few well-to-do traders who can without hardship be shut out of it to make way for the East Coast Railway the chamber feels bound to say Government is in error.

The chamber is in a position to give the strongest assurance to Government that most of the boats — nearly all cargo and the bulk of passenger boats — are owned by the boat men themselves and are solely worked by them and their families to make a living. With due submission, therefore, the Chamber ventures to urge that it does not seem consistent with the liberal policy of a civilised Government to adopt indirect repressive measures against the enterprise of a class of boat owners who, generally poor, have been living solely by that enterprise since the beginning of canal navigation in this District 40 years ago, merely to promote the commercial gains of a Government policy. (vide taxpayer 105

The East Coast Railway has, in fact, been even now without the aid of the measure under the protest, paying very well, indeed; and in any case, the chamber is of opinion, it is not just policy to seek to protect the interests of a Government measure against competetion.

Nor is the chamber convinced that the interests of the East Coast Railway would be really furthered by the proposed measure one undoubted effect of the new schedule would be to induce traders of Bezwada and adjacent connected stations to send their produce to Bombay direct by the Nizam's State Railway and the G. I. P. in spite of the long distance, instead of to the ports owing to the comparative cheapness of the former course. Indeed the G. I. P. Railway has by the offer of low rates succeeded in diverting to itself a measure of the produce in the Nizam's territory, for carriage to Bombay and the chamber is unable to comprehend how this can promote the interests of the short section of the East Coast Railway

between Bezwada and Cocanada. On the other hand it must be clear to the most casual observer that, while the project tends to entail unmitigated ruin on the boat traffic, it can do no good at all to the East Coast Railway; possibly it will do great harm to the Railway.

Cocanada has been a prosperous port on account of its easy and cheap canal communication. With the introduction of the abnormally high rates, the canals would cease to be used for navigation, and the ruin of Cocanada as a port would be certain. The boat traffic has a vested interest nearly half a century old. The growth and prosperity of the Districts of Godavari and Krishna is in a great measure, if not mainly, due to it. The chamber would be asserting too much, if it said that it is indirectly the boat traffic that has paved the way for the East Coast Railway. What risks, what difficulties, and what privations, the boat men must have undergone to make the boat traffic what it is, is not difficult to imagine. It is hardly fair then that their interests should be sacrificed to the supposed advantage of the East Coast Railway.

The cheap canal communication is an advantage to the ryot, in that he can carry his goods right up to his principal godowns in Cocanada without any wastage from breakage of bulk &c. When accidents like that of 1896 to the East Coast Railway between Bezwada and Nidadavole and consequent suspension

that by the traffic occurs, cannot the only means of communication to fall back upon. This cannot be lost sight of in minds in devising a measure like the present tending either directly or indirectly, to prove antagonistic to it.

Not the least of the objections is that, the chamber would urge that passenger boats are plying every day full of passengers in spite of the two up and down trains which is a sure indication that a large class of people has need of these boats, either from poverty or other causes and it behoves the Government not to sacrifice their convenience to the extremely doubtful interests of a small section of the East Coast Railway.

The chamber has put forth what to it appear to be the main objections, leaving out minor considerations, and it pays that the Government will be pleased to give the matter the best consideration and drop the proposal to enhance the rates.

I have the honor to be
Sir,
Your most obedient servant
B Venkatasubbarao
Chairman
Native Chamber of Commerce
Cocanada.

THE NATIVE CHAMBER OF COMMERCE
COCANADA.

between Dexter

if it
that

Public Works (189 8) Department.

CURRENT No. 3378

SERIAL
No. 82

From The Chief Engineer for Ships

Order

No. 1341

Dated 13th April 1898

Received

Registered 18.4.98

Enclosures 4 Appendices & 1 Copy

Spare copies of rules & 1 file of tape

SUBJECT.

Revised Navigation Rules - Notes on the

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No 134. Jdy 13.4.98

Note by the Chief Engineer for Irrigation.

The revision of the Navigation Rules was undertaken for two distinct reasons, the first being that the Government of India had pointed out, in reviewing the Administration Re-ports of 1889-90 and 1890-91, that the navigation accounts showed a deficit year after year and expressed a desi that the revenue should be increased so as to cover expenses: and the second, the complaint of the officers of the East Coast Railway that canal traffic was unduly favour-ed and the railway subjected to un-fair competition.

2. Before discussing the proposed rules and the objections which have been raised to them, it may be of ad-vantage to consider in what light navigation works are regarded in other countries where the state owns or is interested in both railways and Canal

Report of the Fifth International Congress on Inland Navigation in France (1892).

The following is the principals on which charges for navigation a[re] except[ed] by in

Appendix I- Diagram of ton mileage
II- do of tonnage of Goods.
III Abstract of particular classes of Goods.
IV Traffic receipts and charges excluding interest

Brief Printed

I have read this excellent Note with the greatest interest and extra-

8.4.98 14.4.98

by a Constitutional Law regulated in

the German Empire—

"On all artificial waterways, no

"taxes shall be collected except

"for the utilisation of special

"fixtures intended to facilitate

"traffic. These taxes, as also those

"collected for navigation upon arti-

"-ficial waterways which are State

"property, shall in no case exceed

"the expenses necessary for the

"maintenance and ordinary repairs

"of the fixtures".

Following this principle, the Govern-

-ment maintained about 7,000 miles of

navigable waterway at an average

annual expense for the ten years

1881-90 of about 12 million marks

for ordinary maintenance and spent

13½ million marks in important repairs

and improvements while the receipts

came to only 2 millions.

In the Netherlands, most of the

navigable waterways belong to the Pro-

-vinces or Communes. The charges on state

waterways were 218,000 florins and expendi-

-ture

expenditure 1 2,78,000 at the date

of the report and the Minister of

Finance had brought in a bill for the

suppression of tolls on highways and

on canals belonging to the State.

In 1880 France abolished tolls

on all the canals belonging to the

State, nearly 8000 miles in length,

with the result that traffic rose

from 2,174 millions of Kilometric

tons in 1 881 to 3216 millions in

1891. In 1890 the traffic amounted

to over 27 per cent of that carried

by the railways which had a len.th

of 2[illegible],0800 miles. As in Germany in

addition to the large sums spent on

maint[illegible]nance there has been very large

expenditure in improving the canals.

In other European countries the

waterways are almost entirely navi-

-gable rivers and the method of deal

-ing with them presents little of

interest in connection with the sub-

-ject unde. discussion.

In the United States, the canals

are nearly all free but cannot, excep

in

in a few instances, compete with railways, railway freights being so low in that country. In all the most advanced countries the tendency is to treat canals as roads, freeing them from all charges except remuneration for services actually rendered, and looking for a return in the general increase of prosperity of the country which the canals serve. They are considered rather as complements than rivals to railways, each kind of transport being specially suitable for certain kinds of traffic. In no country is any direct progressive profit on navigation sought nor is there anywhere, as far as known, any charge made for the navigation of unimproved natural waterways.

3. In the memorandum printed with G.O.No:562 W, dated 20th February 1883, Col:Hasted, then Chief Engineer for Irrigation, sketched the history of the navigation charges on the Godaveri, Kistna and Buckingham canals up to that year. In his recommendations to Government, he laid it down as a principle that all that should be looked for is that the navigation receipts should cover the cost of maintenance excluding interest and in revising the rules he introduced the great reforms of issuing a single license for all the canals and reducing the toll stations to the number required for issuing short term licenses. His recommendations were approved by Government although they involved a large temporary loss of revenue. The result has been most marked, the traffic has grown from 27½ million ton-miles in 1884-85 to 55 millions in 1895-96 and the receipts from Rs. 1,47,079 to Rs. 2,35,573, an increase of 100 per cent on the traffic and of 60 per cent on the receipts in 11 years. The receipts and charges (excluding interest) have been gradually approximating. In 1894-95, there was a profit of Rs. 2,517; in 1895-96 a deficit of Rs. 9358 owing to an order from the Government of India

File No. 47

India that the value of licenses for Government floating plant should not be credited to navigation. This order which has caused a decrease of nearly Rs. 11,000 in credits to navigation is apparently based on the idea that the Goverbment boats are used only in the interest of navigation, whereas they are used chiefly for irrigation work. The accompanying diagram shows at a glance the growth of the traffic and revenue. It wild be observed that the opening of the East Coast Railway in 1893 checked at once the growth of the Godaveri traffic but has otherwise made very little impression on it. The Kistna traffic, a great part of which is through traffic, and that of the Buckingham canal, continued to show a fairly steady increase up to 1895-96 but in 1896-97 the ton-mileage of the Kistna fell a third and of the Buckingham canal a fifth.

4. In reply to the Secretary of State's Despatch No: 3 P.W, dated 10th May 1888 in which attention had been drawn

drawn to the unremunerative character of the canals, the Madras Government forwarded a note by the Chief Engineer for Irrigation explaining how the charges were calculated, and observed that "the navigable canals of this Presidency designed as they have been as lines of communication, and as famine protective works, cannot be ex-pected to pay directly any more than roads. Indirectly they add greatly to the revenue and this is especially the case as regards the Godaveri and Kistna canals". In truth, the cost of making the delta canals navigable has been paid for over and over again as it is owing to the navigation that cultivation has extended so rapidly. The navigable canals are the chief highways of the two deltas and with-out them there would be no cheap and ready access to markets. It is only a couple of years ago that Govern-ment was enabled to increase the land assessment by some 11 lakhs owing to the growth of prosperity which

which the navigation has been one of the chief means of creating. It is not clear whether the Government of India desires that navigation should be charged with interest on cost of works in the deltas. In Col:Hasted's memorandum above referred to, it is stated that the rule had been laid down that the receipts should not only cover the working expenses of navigation but also interest on the cost of works constructed solely in the interests of navigation. It was contemplated that as the canals approached completion the maintenance charges would become lighter and the receipts would increase until they were sufficient to cover all charges, but when the Godaveri completion estimates were submitted to the Government of India all that was claimed for navigation receipts was that they should cover maintenance and nothing more than this was aimed at when the tariff of 1883 was fixed. In the Chief Engineer's note which accompanied the Despatch of 6th August 1888 to the Secretary of State, interest was however noted as one of the charges

file N° 29.

charges and the detailed accounts annually submitted to the Madras Govt: include interest but the figures given in the Administration reports which are forwarded to the Government of India exclude it. It is very necessary that there should be some definite settlement of this question. If interest be excluded, the receipts and charges for the three connected systems already nearly balance and only a slight enhancement of charges is required to cover loss through the competition of the railway. It is strongly recommended that the revenue be limited to the cost of maintenance including such minor improvements as are usually charged to revenue. In fact it is very doubtful whether in the face of the Railway Competition anything more can be aimed at without doing great injury to the traffic. It would be a public misfortune if a flourishing industry, of which Madras has so few, were destroyed or even seriously injured by high charges.

If

If it is to be supplanted by another industry this should be allowed to take place in accordance with the usual law of progress and without violent dislocation of trade.

5. The published draft rules had for their main object the prevention of competition with the Railway on the direct line of canal between Madras and Cocanada but it has not been brought to the notice of Government or apparently realized by any of the persons interested, that the scope of the rules was also greatly enlarged by including all the natural waterways between the Palar and Cocanada. The rules are not intelligible unless read with the Canal and Ferry Act which uses such terms as Canal &c in a special and non-conventional sense. The word 'Canal' in rule 4, which prescribes the vessels to be licensed, does not mean a canal in the ordinary sense but all the waters in the lines of navigation included in the comprehensive definitions of Rule I. In the rules as now corrected it is intended to be made clear that no charge

charge will be made for the use of natural waterways.

6. The mode in which the draft rules proposed to make the canals "feeders not rivals to the railway" or in other words make traffic on canals parallel to the railway im-practicable except for short distances, was by making the Vasista-Godaveri and Kistna dividing lines of systems and requiring a separate license for each system. The proposals express a complete reaction from the liberal and enlightened policy adopted in 1883 with such splendid results and are even more injurious than the old system in that they would hinder communication between the different parts of each delta even on lines of traffic which are nowhere near the railway.

7. A serious question of principle is involved, namely whether a Government owning two means of transport may, consistently with sound policy and justice to its subjects, practically forbid the use of one in or-

order that the other may pay better, or rather be made to appear to pay better by com-
-parison. There are good reasons for believing that serious and harassing interference with the trade of the canals would injure the growth not merely of the canal but of the railway traffic. The railway would get a large share of existing traffic instead of a somewhat smaller proportion of the vast traffic of the future which the railway and canals working together for the benefit of trade are capable of creating. The Canal traffic should be nourished not destroyed. It is to the interest of the whole country to have a numerous and effi-
-cient fleet ever ready to transport grain from the great food-growing deltas to convenient points for distribution by rail.

8. In England the railway companies were allowed to get control of many of the canals with a result which, now that England's industrial supremacy is threat-
-ened by foreign competition, is felt to be a natural misfortune. The East Coast Railway officers wish to adopt the same system here but as their extreme demands have not

been charge

been supported by any of the Consult
-ing Engineers it may be sufficient to consider the modified proposal to tax only the through traffic between the two stations Bezwada and Cocanada and make the tax sufficient to pre-
-vent the boats carrying for much less than 4¼ pies per ton mile, the rate which would enable the railway to pay its working expenses and interest on capital, if there were a good volume of traffic. Putting aside other reasons against this pro-
-posal it seems impossible to dis-
-tinguish through from local traffic without an inquisitorial examination of the contents and destination of boats leaving Bezwada and Cocanada and that any tax on through traffic could be very easily evaded by con-
-signing to intermediate ports.

9. Is there after all any reason for the repeated assertion that the railway cannot get a fair amount of traffic owing to the through traffic on the canals? It is doubtful whether those

those who make such assertions are aware of all the difficulties under which the canal traffic is carried on. In the Godaveri which is the most favoured district there is sufficient water for only nine to ten months and in the Kistna for seven to eight months of the year and during the navigation season there is frequent delay in crossing the rivers if they are in high flood. In the Buckingham canal the river crossings frequently silt up to such an extent that traffic is impeded and it is always stopped where the rivers happen to be in flood, until the floods subside, as there are no steamers to tow boats across. The boats are for the most part owned and worked by men of small means who earn a hard livelihood. The assertions about the profitableness of their business have never been proved. It is probable that they earn more than ordinary coolies but they are entitled to some return on their capital in addition to the wages of their labour. The rates for boat transport vary with season and distance

distance and as nearly as can be ascertained range between 3 and 6 pies per ton per mile of which the present license fees and wharf charges take ½ to 3/4 pies for boats in regular employment. That there is not much margin for reduction of freights is shown by the success of the railway in the war of rates which it carried on up to a year ago. The Ellore canal is the only one on which the bulk of the traffic was through traffic and is therefore the only one on which the transfer of through traffic to the railway can be gauged. The following is the traffic on the Ellore canal in the year the railway was opened and in subsequent years:—

1893-94	170,620 tons
1894-95	141,198 ,,
1895-96	88,119 ,,
1896-97	87,039 ,,

The railway traffic between Bezwada and Cocanada in 1896 was 72,000 tons which is nearly the amount by which the canal traffic fell off. The railway was at the time charging

$2\frac{3}{4}$ pies per ton per mile but was handi-
-capped by the breakage of bulk and
delay and exposure of goods at the
Godaveri crossing. Nevertheless practically
all the salt, cotton and oil-seeds which
constituted the more valuable part of
the canal traffic went to the railway and
there seems no reason to doubt that the
railway can largely increase its rates
and still keep the valuable traffic when
the Godaveri Bridge is completed or
other arrangements made to take loaded
waggons across the river. The experience
of other countries all goes to show that
since the great improvements of recent
times in permanent way and rolling
stock, railways running in competition
with canals get nearly all the more valu-
-able traffic leaving the canals to
carry goods of much bulk or little value,
trade in which is affected by a very
slight difference in freight. This is
the case in France, where over 2000 miles
of railway run parallel to the canals.
In the United States where railway
freights are very low 2400 miles of canals
have
boat [illegible] dis[illegible]

10

9P

have had to be abandoned and the
continuance of the use of other
canals seems to depend on the possi-
-bility of constant increase in the
size of vessels used. In many instances
it is found that canals and railways
working side by side mutually bene-
-fit one another. Germany supplies a
striking instance of this. The canal-
-ization of the Main from Frankfort
to Mayence was completed in 1886, the
river traffic being then 150,000 tons
and the rail traffic 930,000 tons.
Five years later, the river traffic
had increased to 700,000 and the
rail traffic to 1,400,000 tons. The
undersigned can find no reason for
expecting that the railway with all
the advantages of expedition, cleanli
-ness and responsibility for safe
delivery which it can offer to trade
should in the least fear the canal
competition and strongly recommends
that all idea of differential cana
charges should be rejected, not on
because he thinks such charges w[illegible]

Journal of the Society of
Arts -12th Novr 1897

be impolitic and opposed to the best interests of the State but because they cannot be shown to be of more than temporary advantage to the railway in the interests of which their imposition was contemplated.

10. The following table shows the present tariff, that proposed in the draft notification and that now proposed on the three principal navigation systems.

Nature of Vessel	Present rates						Proposed in draft notification						Now proposed								
	Annual			Six weeks			Annual			Six weeks			General license annual			Six weeks			Special rates		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P
Steamers per ton																					
1 line	5	0	0	1	0	0	10	0	0	2	0	0	15	0	0	3	0	0			
2 lines							15	0	0	2	0	0									
3 lines							20	0	0	3	0	0									
Cargo boats																					
1 line	2	8	0	0	8	0	2	8	0	1	0	0									
2 lines							6	0	0	1	0	0									
3 lines							10	0	0	1	8	0									
Open Cargo boats	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0			
Passenger boats 1st Class																					
1 line	5	0	0	0	8	0	5	0	0	1	4	0	6	0	0	1	4	0			
2 lines							9	0	0	1	8	0									
3 lines							14	0	0	2	0	0									
Passenger boats 2nd Class																					
1 line	3	0	0	0	8	0	3	0	0	1	0	0									
2 lines							7	0	0	1	0	0									
3 lines							12	0	0	1	8	0									
Decked Cargo boats & Passenger boats 2 Class	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	13	0			
Rafts of timber 100 Sft										(1 month)											
1 line	0	0	0	0	8	0	0	0	0	1	8	0	0	0	0	1	0	0			
2 lines																					
3 lines																					
Rafts of bamboos																					
1 line	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	8	0			
2 lines																					
3 lines																					

This is a tariff for revenue to satisfy the objection of the Government of India that the navigation is being worked at a loss. The amount of additional revenue required to cover the present deficit and the further falling off which will occur when the Madras-Bezwada line is opened is of course purely conjectural. The rates entered are such as it is thought traffic will bear without sensible injury. The rates for annual licenses are increased 20 to 33 per cent and for six weeks licenses 20 to 150 per cent, the reason for the great variation in the la er case being that in the 1883 tariff a uniform rate of 8 annas was imposed in lieu of two tolls irrespective of the class of vessels. The six-weeks rates now proposed are roughly one-fifth of the annual rates. The rates for steamers are trebled. The canals are generally not deep enough for steam traffic and steamers unless very small and worked at a low speed

do

do much injury to the banks. It is decidedly a bad time to increase rates at all but the increase cannot be avoided if the receipts and charges are to be made to balance.

11. With regard to the minor navi-gation systems the rates for the Dumagudiem Canal are largely increased in accordance with the recommendations contained in the papers printed with G.O.No: 192 I, dated 21st February/96. The charges on the Vedaraniem canal were raised from 8 annas to 1 Rupee per ton of boat in G.O.No:233 I, dated 16th April 1890 and bring in a revenue of about Rs.1,000 against an expenditure of about Rs.4,000. The District Board pays half the deficit. There is scarcely any traffic except in salt. The question of keeping up the navigation works on the Kurnool-Cuddapah canal has lately been before Government which has decided that they should be maintained. There are 17 Government vessels on the canal and I think about six private vessels which carry about 2,000 toms of goods in a year. There are no li-cence fees. The Chilka Lake canal traffic is something small. No re-turns are available. There is no charge for navigation. It seems somewhat absurd to apply this elabo-rate system of rules and tariff to navigation lines where there is now almost no traffic and what little there is needs encouragement, and in the case of the Dumagudiem and Vedar-aniem canals to prescribe rates for passenger boats which have no exist-ence. If Government does not object the following alterations not refer-red to in previous notes will be made (1) In the rules and notifi-cation strike out all reference to the Kurnool-Cuddapah and Chilka Lake Canals (2) in the notification strike out the same canals from the list of fees and enter a uniform charge of Rupee 1 and annas 3 for boats of all classes on the Dumagudiem and Vedar-aniem Canals. This is double what is now paid at Dumagudiem and is the same

same rate as sanctioned for the Vedaraniem canal so lately as 1890.

12. It is brought to the notice of Government that the fees for registration proposed in the notification are double the present fees. There seems no objection to this.

13. The chief alterations proposed in the draft rules are referred to above and the only other which need be specially referred to is the exemption from charges for navigation of ferry vessels belonging to the District Boards when these use the canals merely to proceed to their destination.

W.H.
13.4.98

Chief Engineer for Irrigation.

of

Nature of Cargo	Up Traffic			
	1893-94	1894-95	1895-96	1896-97
Godavari Canals				
4+5 Paddy, rice and other food grains	47624	65475	39984	52146
10. Oil-Seeds	21648	17800	13439	10242
11. Provisions	4108	6774	9860	9311
12. Salt	5866	4594	5266	9493
14. Sugar	3586	4217	4721	2704
15. Tobacco	2121	1681	3343	2020
17. Miscellaneous foods	8118	8566	8913	12597
18. Timber	597	322	732	666
21. Coal and Coke	3136	228	13	7
Kistna Canals				
4+5 Paddy, rice and other food grains	40852	36847	44804	17569
10. Oil-Seeds	473	242	539	597
11. Provisions	7320	6119	5979	5273
12. Salt	11066	13955	16529	13025
14. Sugar	2500	2632	1568	1060
15. Tobacco	513	398	586	299
17. Miscellaneous foods	4401	2965	4596	5240
18. Timber	3108	2546	2647	2913
21. Coal and Coke	2579	1107	894	1362
Buckingham Canal				
4+5. Paddy, rice & other food grains	51288	53075	56535	31082
10. Oil-Seeds	2547	484	3190	3205
11. Provisions	9710	13837	13864	12872
12. Salt	45459	51795	98841	89127
14. Sugar	417	470	339	449
15. Tobacco	72	87	96	63
17. Miscellaneous foods	4736	7425	7767	5735
18. Timber	31	43	135	479
21. Coal & Coke	14120	26245	26847	33325

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Chief

Abstract of particular classes of

Down Traffic				Total Tonnage both ways			
1893-94	1894-95	1895-96	1896-97	1893-94	1894-95	1895-96	
36575	48775	40356	45669	84099	114250	80340	
22626	23608	16859	23599	44274	41408	30298	
5997	5994	4750	5655	10105	12768	14610	
1603	1732	1852	2217	6969	6326	7118	
14247	15169	14639	6223	17783	19386	19360	
2618	2219	3677	7710	4739	3800	7020	
5967	6090	7126	10740	14085	14655	16039	
12044	3570	2933	3283	12641	3892	3665	
1850	603	426	93	4986	831	439	
33331	41838	42419	26672	74183	78185	87223	
19321	15076	18963	8627	19794	15318	19502	
3936	3643	4973	4617	11256	9762	10952	
1676	2375	1994	1415	12742	16330	17523	
561	633	738	494	3061	3265	2306	
1608	1900	3531	1766	2121	2298	4117	
4516	4095	5229	5322	8917	7060	9825	
2022	1659	1754	3055	5130	4205	4401	
15145	22912	33423	22175	17724	24019	34317	
1576	242	225	431	52864	53317	55760	
"	4	"	5	2547	488	3190	
1086	808	1557	2572	10796	14645	15421	
"	"	6	2	45459	51795	98347	
71	49	126	120	488	519	465	
3	5	28	4	75	92	124	
5077	5376	5416	7991	9813	12801	13183	
1334	1458	2754	2236	1365	1501	2889	
"	"	11	17	14120	26245	26858	

Ton mileage

1893-94	1894-95	1895-96	1896-9
"	"	2199621	254
"	"	853319	975
"	"	365110	463
"	"	193076	391
"	"	474614	17
"	"	201487	23
"	"	429208	58
"	"	123821	14
"	"	9766	14
3856615	4345589	5320316	262
806252	645551	722614	31
482086	425801	679006	50
706711	973143	1114000	95
143359	136743	95621	5
90023	99662	143923	89
409920	383718	586883	55
224948	195377	205417	30
1294014	1934713	2724738	186
9558008	8383065	8401039	417
488932	80557	603170	60
1350951	2072424	2210936	206
756534	879227	1563348	138
39187	48912	49376	50
13885	16243	20431	12
1678944	1712550	1594211	1144
146659	165017	321235	33
2733940	5116468	5226452	6516

Abstract of particular classes of f

Down traffic				Total Tonnage both ways			
1893-94	1894-95	1895-96	1896-97	1893-94	1894-95	1895-96	18
36575	48775	40356	45669	84099	114250	80340	
22626	23608	16859	23599	44274	41408	30298	3
5997	5994	4750	5655	10105	12768	14610	1
1603	1732	1852	2217	6969	6326	7118	1
14247	15169	14629	6223	17783	19386	19360	
2618	2219	3677	7710	4739	3800	7020	
5967	6090	7126	10740	14085	14655	16039	2
12044	3570	2933	3283	12641	3892	3665	
1850	603	426	93	4986	831	439	
33331	41838	42419	26672	74183	78185	87223	4
19321	15076	18963	8627	19794	15318	19502	
3936	3642	4973	4517	11256	9762	10952	
1676	2375	1994	1415	12742	16330	17523	14
561	633	738	494	3061	3265	2306	1
1608	1900	3531	1766	2121	2298	4117	2
4516	4095	5229	5322	8917	7060	9825	10
2022	1659	1754	3055	5130	4205	4401	5
15145	22912	33423	22175	17724	24019	34317	23
1576	242	226	431	52864	53317	55760	31
"	4	"	5	2547	488	3190	32
1086	808	1557	2572	10796	14645	15421	15
"	"	6	2	45459	51795	98347	89
71	49	126	120	488	519	465	6
3	5	28	4	75	92	124	7
5077	5376	5416	7991	9813	12801	13183	137
1334	1458	2754	2236	1365	1501	2889	27
"	"	11	17	14120	26245	26858	383

Appendix. No. IV.

13

Ton mileage				Distance of carriage				Number of passengers.			
1893-94	1894-95	1895-96	1896-97	1893-94	1894-95	1895-96	1896-97	1893-94	1894-95	1895-96	1896-97
"	"	2199621	2540834	"	"	27	26				
"	"	853319	975428	"	"	28	30				
"	"	366116	483239	"	"	25	31				
"	"	193076	391284	"	"	27	33				
"	"	474614	172902	"	"	24	19				
"	"	201487	231150	"	"	28	24				
"	"	429208	582957	"	"	27	25				
"	"	123821	145905	"	"	34	37				
"	"	9766	1478	"	"	22	15	287548	256612	241150	228112
3856615	4345589	5380316	2622921	52	55	61	59				
806252	545551	722614	319075	40	35	37	35				
482086	425801	679006	504024	43	43	53	51				
706711	973143	1114000	959349	56	59	64	66				
143359	136743	95621	59745	47	42	41	38				
90028	99662	143923	89902	42	43	35	44				
409920	383718	586883	556466	46	54	60	52				
224948	195377	205417	301318	44	46	47	50				
1294014	1934713	2724738	1863733	73	80	79	79	129928	117337	123212	97143
9558008	8382065	8401039	4178318	162	157	150	133				
488932	80557	603170	609683	192	165	189	190				
1350951	2072424	2210936	2058568	125	142	143	135				
756534	879227	1563348	1383057	14	17	15	16				
39187	48912	49376	50717	80	94	106	89				
13885	16243	20431	12654	185	176	165	165				
1678944	1712550	1594211	1144448	171	134	121	83				
146659	165017	321235	338932	108	110	111	125				
2733940	5116468	5226452	6516825	194	195	195	196	68839	93825	101262	78492

W. Hughes.
Chief Engineer for Irrigation.

~~Appendix VI~~

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appendix IV of note by EJ
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1334	1458	2754	2236	1365			
"	"	11	17	14120	26245	26858	

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Appendix IV

Statement

of traffic receipts and charges on navigable canals.

Godavari Canals.

Year.	Charges excluding interest.	Receipts.	Difference.	Remarks.
	Rs	Rs	Rs	
1884-85	84.986	80.731	− 4255	
1885-86	78.407	78.852	445	
1886-87	66.892	86.893	20.001	
1887-88	70.435	1.01.390	30.955	
1888-89	74.788	93.271	18.483	
1889-90	67.557	94.253	26.696	
1890-91	74.524	96.600	22.076	
1891-92	72.943	96.287	23.344	
1892-93	87.905	1.02.122	14.217	
1893-94	71.008	1.01.660	30.652	
1894-95	81.261	1.03.626	22.365	
1895-96	77.270	90.468	13.198	

Note (1) The figures showing "charges" and "receipts" of the Godavari and Kistna Canals have been taken from the P. W. C. reports on the Annual Statement showing the total charges and the total receipts entered in the Statements of financial results of the Canal printed in the Annual Administration reports.

(2) The figures showing "charges" and "receipts" of the Buckingham Canal represent the Navigation Receipts & Charges for those canals.

Charges for God.y & Kistna
(1) Lock salaries
(2) Lock & weir repairs
(3) Navigation buildings
(4) Dam part maintce
(5) Dredging
(6) Miscellaneous
(7) Slabs canal maintce

Charges for B. Canal
(1) Establishments & Supervn
(2) Maintce & repairs
(3) Establishment
(4) Tools & plant
(5) Indirect charges - {Capital / Lease}

Receipts for God.y include
Licenses & tolls for steam launches
Rents on canal banks
Profits on boat yard

Receipts for Kistna include
Licenses & tolls on Govt & private boats

Receipts for Buckm & Canals include
Licenses & tolls
Wharfage fees
Sundries

abatement of land revenue & customs allowances

Kistna canals.

Charges excluding interest.	Receipts.	Difference.	Remarks.
Rs	Rs	Rs	
61.819	19.160	− 42.659	
67.079	23.331	− 43.748	
78.284	24.045	− 54.239	
58.246	30.283	− 27.963	
52.829	31.691	− 21.138	
58.837	28.643	− 30.194	
1.656	32.925	− 28.731	
0.327	34.246	− 36.081	
65.011	37.116	− 27.895	
68.284	34.634	− 33.650	
64.961	37.222	− 27.739	
71.638	36.731	− 34.907	

13196
12357
25549

34907
25549
9358
11

Buckingham canal.

Charges excluding interest.	Receipts.	Difference.	Remarks.
	Rs	Rs	
877	47.188	− 51.889	Under P.W. Code Vol II, Chap III para 348, interest is not charged on the Buckingham Canal which is classed under "3, Minor Works & Navigation" "Provincial"
9.454	54.593	− 79.861	
1.3.901	60.949	− 51.952	
1.1.468	69.140	− 69.328	
1.3.659	72.214	− 55.445	
1.27.919	75.747	− 76.172	
1.5. 6	88.012	− 29.684	
1.17. 2	98.269	− 74.599	
1.72.47	99.757	− 18.590	
1.18.93	1.08.291	− 16.202	
12.36	1.09.427	7891	
101.23	1.08.374	12.351	

W. Hughes
Chief Engineer for Irrign.

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accompany note by Chief Insp for Irrigation dated 12 April 1895.

Ord. 1.
3378/95

IRRIGATION.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

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

FEBRUARY.

of

Navigation Rules

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

NOTIFICATION

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 Fort St. George and for the management thereof), His Excellency the Governor in Council is pleased to declare that, in supersession of all rules regarding navigation on canals, the following rules shall, on and after the 1st April 1897, be in force on the canals of navigation defined in the margin hereof, and on such other canals as may hereafter, by notification, be declared to be under the provisions of the Act.

2. *Exemption of Government vessels from ... ng 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 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.

7 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.

8 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.

9 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.

10 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.

11 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 ... of the outer bottom plank.

12 13. *... nat 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.

13 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.

14 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.

15 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.

16 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.

17 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.

18 19. *Rafts.*—The owners or persons in charge of rafts using any of the ~~canals~~ 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.

19 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.

20 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.

21 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.

22 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.

23 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.

24 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.

25 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.

26 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.

27 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.

28 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.

29 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.

30 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.

31 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.

32 ~~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.

33 ~~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.

~~34 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.

~~35 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.

34 ~~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.

35 ~~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.

36 ~~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.

37 ~~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.	Do. do.
Rafts	One clear white light in the general cabin or inside. 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.

38 ~~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.

39 ~~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.

40 ~~43~~. *Sails when to be lowered.*—All vessels under sail shall lower their sails when passing through a masonry aqueduct, lock or flood gate.

41 ~~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.

42 ~~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.

43 ~~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.

44 ~~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.

45 ~~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.

46 ~~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.

47 ~~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.

48 ~~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.

49 ~~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.

50 ~~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.

51 ~~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 tonnage. for { 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.		

Record of suspension of license.

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

(*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 tonnage. for { 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.		

Record of suspension of license.

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

(*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 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 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.*)

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 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 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;

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.

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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.		

Record of suspension of the Certificate of Registration.				
Period of suspension.		Cause of suspension.	Date.	Signature of the Canal officer ordering the suspension.
From	To			

(*The above form to be printed on paper of ½ 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.		

Record of suspension of the Certificate of Registration.				
Period of suspension.		Cause of suspension.	Date.	Signature of the Canal officer ordering the suspension.
From	To			

(*The above form to be printed on paper of ½ foolscap size—annual certificates on white paper and six-week certificates on yellow paper.*)

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.

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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 I. (*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.*)

Navigation

~~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 Dumagudiem Canal – Godavery District –

The Godavery Canals consisting of the artificial navigable channels and such portions of the natural waterways as are necessary for navigation between them in the Godavery District – South and East of Rajahmundry.

The Kistna Canals consisting of the artificial navigable channels & such portions of the natural waterways as are necessary for navigation between them in the Kistna District –

The Buckingham Canal consisting of the artificial reaches of the Canal and such portions of the rivers, backwaters & Estuaries connected with it as are necessary for navigation between the reaches in the Nellore, Chingleput and South Arcot Districts and Madras Local.

The Vedaranyam canal in the Tanjore District –

FEES FOR LICENSING.

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

	Annual. RS. A. P.	Six weeks. RS. A. P.
Steamers per ton of registered tonnage ...	~~10 0 0~~ 15 0 0	~~2 0 0~~ 3 0 0
Cargo boats do. do.	~~2 8 0~~ 2 0 0	~~1 0 0~~ 0 10 0
Passenger boats, 1st class, do.	~~5 0 0~~ 6 0 0	~~1 4 0~~ 1 4 0
Passenger boats, 2nd class, do.	~~3 0 0~~ 4 0 0	~~1 0 0~~ 0 13 0
Rafts of timber or of timber and bamboos per 100 square feet or fraction thereof ...	...	~~1 8 0~~ 1 0 0
Rafts of bamboos per 100 square feet or fraction thereof	...	~~1 0 0~~ 0 8 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

8

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 1 0 ... ... 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.
		Seetanagaram lock.
The Buckingham canal	Madras Boat basin ...	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.
	Tsandole.
	Vellatur.
	Romperu Lock.
	Kottapatnam.
The Buckingham canal	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.)

(Signed) W. HUGHES,
Joint Secy. to Government,
Irrigation Branch.

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

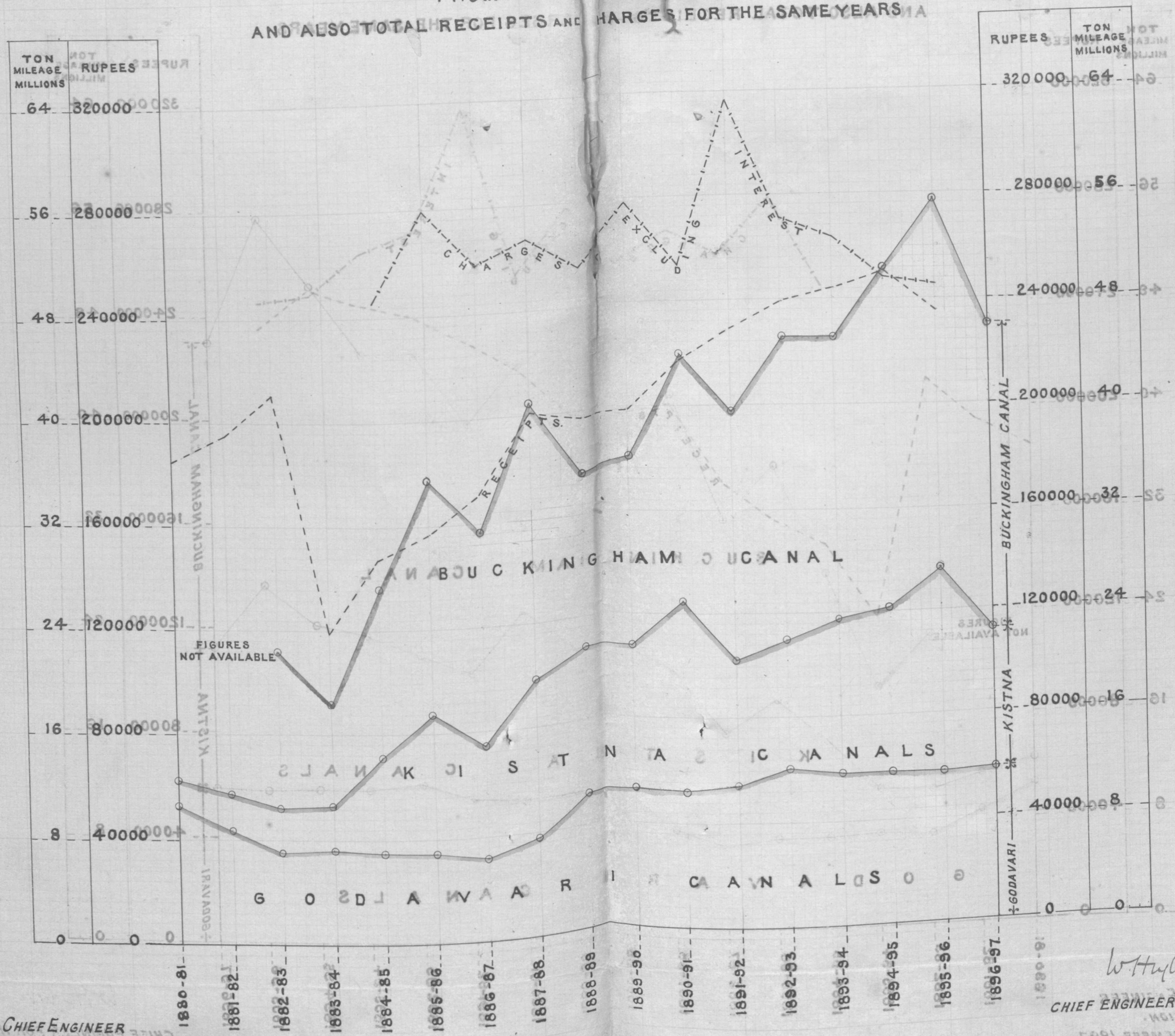
Exd. C. M. Thumbuswamy.

Def. 2
3328 /50

DIAGRAM

SHOWING TON MILEAGE OF GOODS CARRIED ON GODAVARI, KISTNA & BUCKINGHAM CANALS FROM 1880-81 TO 1896-97

AND ALSO TOTAL RECEIPTS AND CHARGES FOR THE SAME YEARS



OFFICE OF THE CHIEF ENGINEER
FOR IRRIGATION.
OOTACAMUND 30 SEPTEMBER. 1897.

W. Hughes.
CHIEF ENGINEER FOR IRRIGATION.

DIAGRAM
SHOWING
TONNAGE OF GOODS CARRIED ON
GODAVARI, KISTNA & BUCKINGHAM CANALS
FROM 1890-91 TO 1896-97

N.B. PREPARED FROM THE FIGURES GIVEN IN THE TRAFFIC STATEMENT.

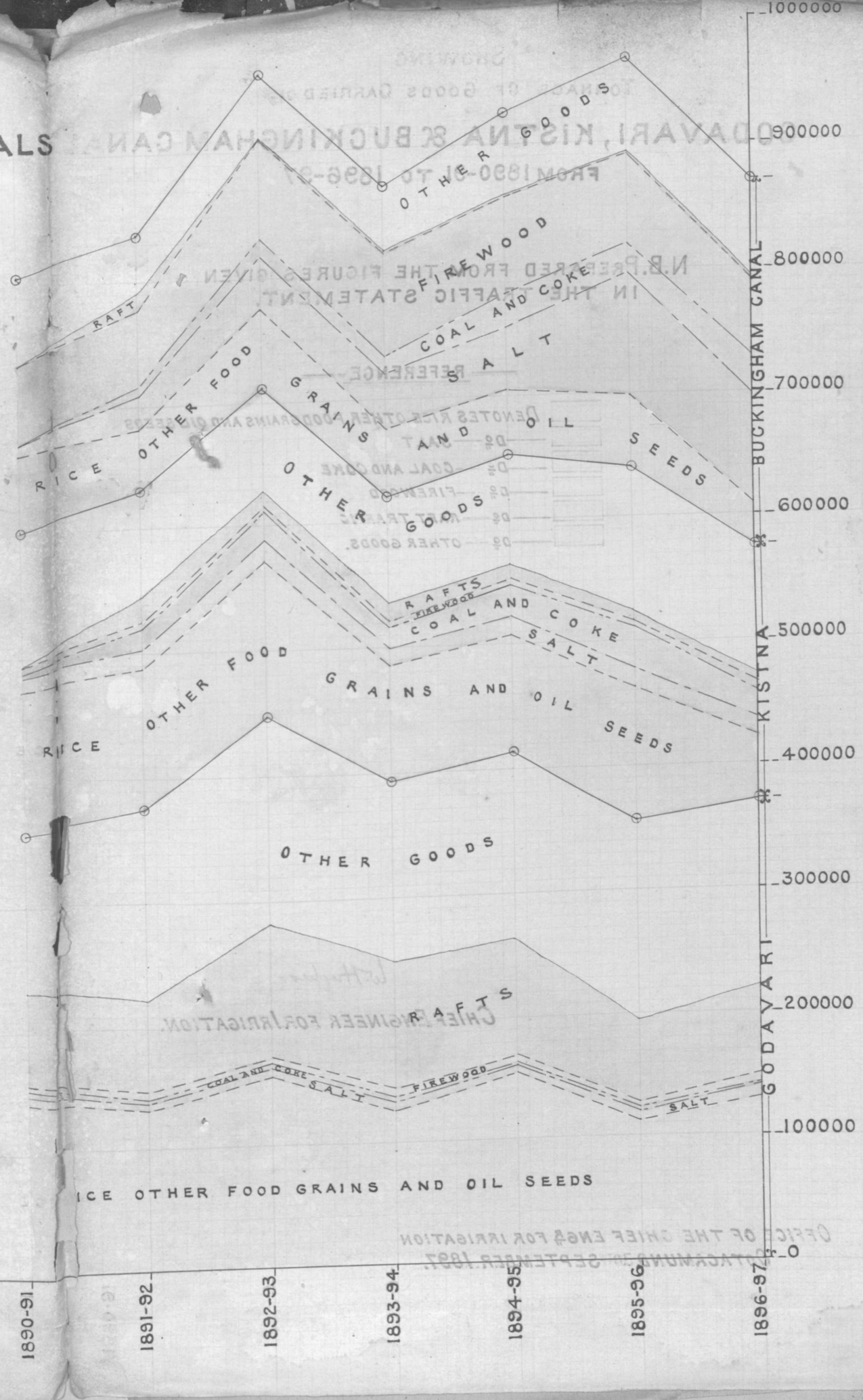
REFERENCE

- DENOTES RICE OTHER FOOD GRAINS AND OIL SEEDS
- DO — SALT
- DO — COAL AND COKE
- DO — FIREWOOD
- DO — RAFT TRAFFIC
- DO — OTHER GOODS.

W. Hughes.

CHIEF ENGINEER FOR IRRIGATION.

OFFICE OF THE CHIEF ENGR FOR IRRIGATION
OOTACAMUND 30TH SEPTEMBER. 1897.



NOTES.

Connected with Rpt. No 3191
18.4.98.

I. Form No. 4—200—9-4-97.

PUBLIC WORKS DEPARTMENT,

IRRIGATION BRANCH,

76

Ag.

Exemption of license fees on Local Fund ferry Boats & ballasts.

READ the following:—

Letter from the President Dist. Board Godavari No. 937 d. 19.6.97 & Secy. to Govt. Irrn. Deptt.

Endorsement of Secy. to Govt. Irrn. Dept. No. 728 d. 7th July 1897.

FOR ORDERS.

The president of the distrct board of Godavery forwards certain correspondence on the subject of the payment of license fees by Local Fund ferry boats & ballasts and asks that such boats may be exempted from the operation of the navigation rules under which fees are leviable —

It is understood that the exemption is asked for ferry boats intended for use at ferries across rivers or backwaters which are not canals, but which become liable to a charge for their passage through the canals from the Local Fund workshop to their destinations —

If the ferry boats were intended for use on ferries across a canal

they are liable to the payment of fees so long as they are on the canal under rule 1 of the Navigation rules now in force - In P.W.S. No 2121 under the same rule, dated 4th March 1897 declined to exempt the tow boat maintained for the use of the Armeghon light house on the Buckingham Canal from paying fees, and similarly there seems to be no reason for exempting Local fund ferry boats for ferries across the Canal -

Under the same rule if a ferry boat is taken along a canal from the workshops to be destination beyond canal limits it is liable to the payment of fees as it undoubtedly makes use of the canal and it seems reasonable that it should contribute to the Canal revenues -

The only question which appears to be open to enquiry is whether the fees charged are reasonable -

The correspondence submitted does not give explicit information as to what fees have been charged, but it would appear from the subjoined Board Engineers letter

"It is reasonable that some charge should be made, but ~~[illegible]~~ to pay for a six weeks' license, when perhaps the Canal is used for a portion of one day only, seems, in certain cases, hard. How would it do to adopt the charge, say one month of that for a six weeks' license?

A.H.H
31.7.97

Rec'd 3/8

These charges cover the use of the canals for a period of six weeks.

that the boats in question have been charged tolls as for cargo & passenger boats that is 8 annas a ton as he complains that "it is somewhat expensive" "to be charged a 40 days" "ticket on her tonnage" -

The fee leviable for a private boat is a fixed one of Rs 3 and it is probable that the tonnage charge on an ordinary ballast or ferry boat at 8 as a ton of 30 c. ft would not be more than this - This does not seem to be an extortionate charge ~~to be sued to the~~ and is a trifle compared with the first Cost of a padaval - from Rs 200 to nearly Rs 700. The charge for steamers is one rupee a ton covering use of canals for six weeks

It may be observed that the draft navigation rules now under consideration provide for doubling these fees that is 1 Rs per ton for six weeks for cargo boats & 2nd class passenger boats and Rs 2 per ton for steamers also that rivers and backwaters are included

in the definition of lines of navigation & which the rules would apply & and ferry boats plying on backwaters & rivers will become liable to the payment of licence fees.

JH
27/7
97.

W.H.
28-7-97

J

Revised Navigation Rules

Ed.

6.8.97

The grievance brought to notice is based on the fact that the boats are made to pay a fee which would cover the use of the canals for six weeks whereas the actual period of use is perhaps only a day or part of a day. H.E. is inclined to admit the grievance and suggests a reduction of the charge to one fourth. The only way that this can be done is to frame a special rule (which I suppose should apply not only to local pleasure boats but to all classes under which boats use the canals for some period to be specified shorter than six weeks shall pay a reduced fee - It practically means the introduction of another class of licence - Before doing this it seems

If any concessions are made to the Godavari Dist Board they will have no doubt who is limited to the Kistna Nellore and Chingleput Boards and perhaps to the E.C. Railway. I do not see any satisfactory way of dealing with the grievance complained of except by introducing another class of licence and this can best be considered by Govt. when the other objections to the new Navigation Rules are laid before it. The dist Boards do not appear to have noticed the proposed inclusion of rivers & backwaters in the limits of navigation & else can take the matter very quietly.

6-8-97 W.H.

advisable to consider whether the definition of Lines of navigation as given in the draft rules is going to be passed or not — all the backwaters & rivers as well as canals & Channels in the Godavery district West of the Godavery & between the Godavery & Krishna & S. of the Krishna as well as all the backwaters estuaries rivers Channels whether salt or fresh connected with the Buckingham Canal are included — If this is going to be altered &c the objection has already received sufficient attention of Govt. to be published as a draft in a Govt. notification)
to. Godavery ferry boats must well get beyond canal limits and will be subject to license fees so long as they are on the water —
It seems inconvenient for Govt. to make a special rule now by notification which will have the exact opposite effect to that already notified as a proposal of the same Govt. —
As regards the consideration of the protests against the draft navigation rules notices have been received from the Chambers of Commerce Madras & Cocanada that letters of protest are being sent — but which have not yet been received. It would appear that in the case of Cocanada the district gazette notification was delayed in publication & the Madras Chamber does not appear to have noticed the first publication until recently — I am therefore waiting for these letters — JTH 21/10

1

Navigation Rules

N. 79

N. 257 J

Note by the Chief Engineer for Irrigation

Appendices. I .... General Map (Flagg A.)

II .... Diagram of Ton-mileage. B.

III ... -do- Tonnage of goods. C

IV ... Abstract of Navigation 1896-7. D

V ... Abstract of particular classes of goods. F.

VI ... Traffic Receipts and Charges excluding interest. H.

VII ... -do- showing interest. I.

File No. 33 & 37.

The revision of the Navigation Rules was undertaken for two distinct reasons, the first being that the Government of India had pointed out, in reviewing the Administration Reports of 1889-90 and 1890-91, that the Navigation Accounts showed a deficit year after year and expressed a desire that the revenue should be increased so as to cover expenses; and the second, the complaints of the officers of the East Coast Railway that canal traffic was unduly favoured and the railway subjected to unfair competition.

2. Before discussing the proposed rules and the objections which have been raised to them, it may be of advantage to consider in what light Navigation works

works are regarded in other Countries where the state owns or is interested in both railways and Canals.

The following is the principle on which charges for navigation are by a Constitutional law regulated in the German Empire

"On all artificial waterways
"no tosses shall be collected
"except for the utilization
"of special fixtures intended
"to facilitate traffic. These
"taxes, as also those collected
"for navigation upon
"artificial waterways
"which are State property,
"shall in no case exceed
"the expenses necessary
"for the maintenance
"and ordinary repairs
"of the fixtures."

Following this principle the Government maintained about 7000 miles of navigable waterway at an average annual expense for the ten years 1881–90 of about 12 million marks for ordinary maintenance and spent 13 1/2 million marks in important repairs and improvements while the receipts came to only 2 millions.

Report of the Fifth International Congress on Inland Navigation in France (1892)

3

In the Netherlands, most of the navigable waterways belong to the Provinces or Communes. The charges on State waterways were 218,000 florins and expenditure 1,278,000 at the date of the report and the Ministry of Finance had brought in a bill for the suppression of tolls on highways and on canals belonging to the State.

In 1880 France abolished tolls on all the canals belonging to the State, nearly 8000 miles in length, with the result that traffic rose from 2174 millions of Kilometric tons in 1881 to 3216 millions in 1891. In 1890 the traffic amounted to over 27 per cent of that carried by the railways which had a length of 20800 miles. As in Germany in addition to the large sums spent on maintenance there has been very large expenditure in improving the Canals.

In other European Countries the waterways are almost entirely

navigable

navigable rivers and the method of dealing with them presents little of interest in connection with the subject under discussion.

In the United States, the canals are nearly all free but cannot compete with railways, railway freights being so low in that country. In all the most advanced countries the tendency is to treat canals as roads, freeing them from all charges except remuneration for services actually rendered, and looking for a return in the general increase of prosperity of the country which the canals serve. They are considered rather as complements than rivals to railways, each kind of transport being specially suitable for certain kinds of traffic. In no country is any direct profit on navigation sought nor is there any where as far as known, any charge

except in a few instances

progressive

these cases —

File No 53.
File No 53 (e.l)

In this Act "Vessel" includes any ship, barge, boat, raft, timber, bamboos or floating materials propelled in any manner.

"Channel" includes any waterway whether natural or artificial

"Line of navigation" means any navigable channel or series of connected navigable channels.

"Canal" means a line of navigation declared to be subject to the provisions of this Act.

I don't think it was intended that the boats which only used the natural waterways should be charged licence fees. His sentiment, however, whether utterances stated at any something

Outrageous!

A.S.H.

not.

made for the navigation of unimproved natural waterways. There was a toll on the Russian rivers up to 1892 to provide funds for improvements but a law was then in preparation for the revision of all the navigation laws with a view to make traffic as free as possible.

3 - Perhaps the most important of the alterations which have been proposed is contained in the first para of the draft Notification and rules. It does not appear to have been discussed or brought pointedly to the notice of Government and is scarcely intelligible unless read with the Canal and Ferry Act, which uses such terms as "Canal" &c in a special & non-Conventional sense. For convenience the definitions are given in the margin. The present rules relate only to navigable artificial canals but the draft rules apply to natural waterways as well. The proposed extension of the scope of the rules cannot be discussed fully as it is known what reasons suggested it or on what grounds, if any, it can be defended. If it were adopted

licenses

licenses would have to be taken out for the ferry steamer at Narasapur and for all the boats plying on the rivers and creeks; private boats used for communicating between villages on the rivers or visiting the cultivated lunkas, fishing and shell collecting boats with the few Exceptions allowed in Rule 25 would have to be registered at an annual cost exceeding in many cases the value of the vessel. In fact from Cocanada to the Palar, along 470 miles of coast line, fishing and some other industries would be simply put an end to, and hundreds if not thousands of families ruined. Even amongst those who could afford to pay the registration fees, the uncompensated abrogation of an immemorial right could scarcely fail to arouse a sense of oppression. International difficulties might also arise if the people of Yanaon were not allowed to keep boats on the Godavery, or on the Coringa river which is one of their trade routes to Cocanada. The opinion is

is submitted for the consideration of Government that the only sound principle on which charges can be made for the use of natural waterways is to limit such charges to cost of services actually rendered in maintaining the waterways or providing facilities for trade. As Government has spent absolutely nothing upon the natural waterways no charge should be made for navigation. If the above opinion is accepted, the notification and rules will have to be altered to make it clear that the use of natural waterways will be unrestricted and free of charge except where wharves or other facilities are provided and used.

4. In the memorandum printed with G.O. No 562. W dated 20th February 1883, Col. Haslett, then Chief Engineer for Irrigation sketched the history of the navigation charges up to that year. In his recommendations to Government, he laid it down as a principle that all that should be looked for is that the navigation receipts

File No 16.

on the Godavari, Kistna & Buckingham Canals

navigable rivers and the

receipts should cover the cost of maintenance excluding interest and in revising the rules he introduced the great reforms of issuing a single license for all the canals and reducing the toll stations to the number required for issuing short term licenses. His recommendations were approved by Govt although they involved a large temporary loss of revenue. The result has been most marked, the traffic has grown from 27½ million ton-miles in 1884-5 to 57 millions in 1895-6 and the receipts from Rs 1,47,079 to Rs 2,35,573, an increase of 85 per cent on the traffic and of 60 per cent on the receipts in 11 years. The receipts and charges (excluding interest) have been gradually approximating. In 1894-5 there was a profit of Rs 2517, in 1895-6 a deficit of Rs 9358 owing to an order from the Government of India that the value of licenses for Government floating plant should not be credited to navigation. This order which has caused a decrease of nearly

The right course which must be taken.

A.4th

× File No 47

App II.

Hodd B..

File Nos 29+30

9

nearly Rs 11,000 in credits to navigation, is apparently based on the idea that the Government boats are used only in the interest of navigation, whereas they are used chiefly for irrigation work. The accompanying diagram shows at a glance the growth of the traffic and revenue. It will be observed that the opening of the East Coast Railway in 1893 checked at once the growth of the Godavery traffic but has otherwise made very little impression on it. The Kistna traffic, a great part of which is through traffic, and that of the Buckingham Canal continued to show a fairly steady increase up to 1895-6 but in 1896-7 the tow-mileage of the Kistna fell a third and of the Buckingham canal a fifth.

5. In reply to the Secretary of States Despatch No 3. P. W. dated 10th May 1888 in which attention had been drawn to the unremunerative character of the canals, the Madras Government forwarded a note by the Chief Engr for...

for Irrigation explaining how the charges were calculated, and observed that "the navigable canals of this Presidency designed as they have been as lines of communication, and as famine protective works, cannot be expected to pay directly any more than roads. Indirectly they add greatly to the revenue and this is especially the case as regards the Godavari and Kistna canals."

In addition to the cost of making the delta canals navigable has been paid for over and over again as it is owing to the navigation that cultivation has extended so rapidly. The navigable canals are the chief highways of the two deltas and without them there would be no cheap and ready access to markets. It is only a couple of years ago that Government was enabled to increase the land assessment by some 11 lakhs owing to the growth of prosperity which the navigation has

tion. This order which has caused a decrease of nearly

has been one of the chief means of creating. It is not clear whether the Government of India desires that navigation should be charged with interest on cost of works in the deltas. In Col. Haslett's memorandum above referred to, it is stated that the rule had been laid down that the receipts should not only cover the working expenses of navigation but also interest on the cost of works constructed solely in the interests of navigation. It was contemplated that as the canals approached completion, the maintenance charges would become lighter and the receipts would increase until they were sufficient to cover all charges, but when the Godavari completion estimates were submitted to the Government of India all that was claimed for navigation receipts was that they should cover maintenance and nothing more than this was aimed at when the tariff of 1883 was fixed. In the Chief Engineer's Note which accompanied the Despatch of 6th August 1888 to the Secretary

File No 29.

Secretary of State, interest was however noted as one of the charges and the detailed accounts annually submitted b the Madras Government include interest but the figures given in the Administration reports which are forwarded to the Government of India exclude it. It is very necessary that there should be some definite settlement of this question. If interest be excluded, the receipts and charges for the three connected systems already nearly balance and only a slight enhancement of charges is required to cover losses through the competition of the railway. If however, interest is to be charged it will be necessary to make an effort to increase the receipts further by about Rs 61,000. Possibly this could be done if the canals are worked in the interests of navigation but if the railway is to be helped it is strongly recommended that the revenue be limited to the cost of maintenance

caused a decrease of

maintenance including such improvements as are actually charged to revenue. In fact it is very doubtful whether in the face of the Railway Competition, anything more can be aimed at without doing great injury to the traffic. It would be a public misfortune if a flourishing industry, of which Madras has so few, were destroyed or even seriously injured by high charges. If it is to be supplanted by another industry this should be allowed to take place in accordance with the usual law of progress and without violent dislocation of trade.

6. The Railway officers deprecate the imposition of any charges which might have the effect of diminishing the traffic on the canals leading to the railway. This view, which they consider to have been accepted by the Madras Government is, that the canals should be regarded as feeders and that through traffic should be forced on to the railway by prohibitive charges on the canals which run parallel to it. The question is somewhat obscured

in

See Railway file no 476
file no 771(a)

in some of the correspondence by treating it as a contest for profit between the Railway and the boat owners neglecting the fact that the price of the boat owners services is regulated like other prices by the law of demand and supply. At bottom the question is what may the inhabitants of the Coast Districts between Cocanada and Madras be called on to pay for the various advantages which the railway confers upon them and in what way may the charge be levied. The first proposal, which was to impose a very heavy toll (Rupee per boat ton) at Ellore and at Dowlaishwaram is open to the strongest objections and has already been rejected by Govt - a second plan was to impose an additional but not prohibitive license fee on boats using the canals parallel to the Railway - The third plan is that embodied in the published draft rules and aims at assisting the railway and at the same maintenance nearly

File No 53 (O)

File No 53.

15

some time increasing the navigation receipts. It aims also at impeding by increased license fees, traffic between different parts of the Godavari Delta, and of the Kistna Delta, between parts of the two districts and between all the country north of the Kistna river and Madras. This is effected by making the Vasishta Godavari and the Kistna the dividing lines between the areas which local licenses would cover. There is no doubt these rules would harass traffic to an extent out of proportion to possible gain and would have a considerable effect in exasperating every body connected with trade. They express a complete reaction from the enlightened policy adopted in 1883 with such splendid results and yet do not in the least satisfy the manager of the East Coast Railway who denounces them as a half hearted measure.

7. Before discussing the question further, it will be as well to get some idea

idea of the classes of people who work the boats and the rates they charge. The Cocanada Native Chamber of Commerce writes thus

File No 53 (R)

"The Chamber is in a
"position to give the strongest
"assurance to Government
"that most of the boats
"nearly all Cargo and two
"bulk of passenger boats
"are owned by the boatmen
"themselves and are solely
"worked by them and
"their families to make
"a living". The information
given by the Executive
Engineer regarding the
Buckingham Canal boats
is to the same effect.
This should dispose of
the idea that the trade
is in the hands of a
small number of large
capitalists who can
impose what terms they
like for their services.
It is in fact nearly all
in the hands of small
capitalists whose whole
capital is embarked
in their boats and if they
are somewhat prosperous
no one can grudge them
some return for their
capital in addition
to the wages of their labour.

maintenance

nearly

It is impossible to ascertain what the general rates of transport are as they vary with season and distance but some idea of them may be obtained from the statements of some of the boatmen. One man gives a rate of Rs 12.8-0 for 100 bags from Narsapur to Cocanada. This works out to 4½ pies per ton-mile. Most cargo is too bulky for a boat to carry its full registered load and it is probable also that a boat does not generally get much return cargo. Assuming that its cargo averages half the registered tonnage; that when working on a traffic line 80 miles long it spends half its time in port and when out travels 16 miles a day, its effective work will amount to 1200 ton-miles for each ton registered during the 10 months the canals are open and the license charge at present rates will come to half a pie per ton mile. A rate is given by another boatowner for the Godavery Madras traffic which works out to 3 pies per ton-mile but it is observed

that

* Since this was written a case has come to my notice which illustrates what is likely to happen when the railway competes with the Canal for long-distance traffic. The Contract rate for carriage of Cement from Madras to the Godavari Bridge works out to Rs per ton or 4¼ pies per ton-mile As the Cement boats can obtain a return cargo while 93 per Cent of the B. Canal boats get a cargo only one way, the rate is probably below the average. As the Railway can carry Cement profitably for 3 pies over long distances and the safety and expedition of rail carriage would make it worth while to pay 1 to 2 pies more than for boat carriage there is ample margin for profit to the Railway.

WH.

that 93 per cent of the Buckingham canal trade is in one direction. In this case the license charge for the up journey would probably be not above fourteenths of a pie. For short distances the carriage rate and license charge would come to more and on the whole it is probable that for rice and heavier goods the ordinary charge is between 5 & 6 pies per ton mile and the license charge for boats in regular employment.

It follows that the effect of the proposed tariff about half a pie or including wharfage and miscellaneous charges about three fourths of a pie, would be to raise the through traffic rates by two-thirds to one and a half pies. This should be quite enough to enable the Railway to get a great part of the through traffic when the arrangements for taking the railway waggons across the Godavari are completed.

8- It is quite unnecessary in maintenance nearly

in the interests of the Railway to interpose any difficulties in the way of traffic between the Eastern and Western Godavari and Eastern and Western Kistna when such traffic does not compete directly with the Railway. The slightest consideration will show that the rule making the Vasista Godavari and Kistna dividing lines of systems goes far beyond its declared intention. For example, nearly all the road and building material used in the deltas comes from above the anicuts but the District Boards and Contractors cannot keep separate sets of boats for traffic on each part of a delta and would have to pay license fees for two lines of navigation although the Railway has no concern whatever in the traffic. The case is similar with traffic between the western and Eastern Delta at Narsapur and at the anicut. The traffic does not go anywhere near the Railway yet licenses for two lines would

have

it is of the classes of people

have to be taken out. There would be a similar heavy charge for crossing the Kistna. It appears only fair that any charges in excess of local rates should be restricted to those canals which compete directly with the railway. These are the Commanmur, Ellore, Samulcotta and Cocanada canals. It is recommended that there should be a general license for all the canals of the three systems; that the present division of the systems be maintained and that additional fees of such amount as Government may from time to time determine, be levied on boats passing from one system to another at their junctions on the main line viz Rampern Lock and Ellore and that a charge be also made on the canals leading to Cocanada. There is no connexion between the Buckingham canal and Kistna systems except by the main line and if boats are taken between nearly

But see my supplementary note - I altogether disapprove of them tolls being levied if the Govt. does not consider itself bound to help the railway.

between the Godavari and Kistna Systems by circuitous routes through rivers, creeks and minor canals, it need not concern any body as the Railway cannot be competed with in this way - Some local competition there will be but it would be hard to expect that a trader from the Western Godavari should take his cargo up the river to Rajahmundry and undergo the Expense, wastage and delay of forwarding it by rail when he can have it run down to Cocanada in 15 hours from Dowlaishwaram without breaking bulk. In the Kistna similarly the traffic between the Eastern and Western deltas must be carried on at least partly by canal and if boats have to be used at all it would add greatly to the Expense not to use them the whole way.

Q. The additional fees are not expected to add much to the navigation receipts as the object of their imposition is to

to reduce the through traffic and this may further react in reducing local traffic unless the latter is stimulated by the general effect of the railway. In any case it is to be expected that local traffic charges will increase as the boat-owners will have long distance traffic to fall back on to a less extent than now during times of slack local traffic. It is hoped, though not on very certain grounds, that by a moderate increase of the fees for general licenses, the navigation receipts can be made to balance the charges but this can only be looked for if interest is excluded from the charges. If on the other hand, the navigation in the deltas is to be treated as a productive Public work, it is considered that it ought to be managed on business principles. It is impossible to assist the Railway and at the same time make the navigation works pay

between

nearly

interest on Capital

23 10. The evil and impolicy under ordinary circumstances of hampering trade by imposing heavy charges on a particular route or mode of transport which it has chosen are fully understood. If it were merely a question of revenue it would be better to spread the charges over as large a population as possible. The multiplication of charges is condemned by experience, by the Committee of 1894 and lately by the Canal officers, Chamber of Commerce & boat-owners but no other way of assisting the railway is possible. The latest Expression of the claims on behalf of the Railway is contained in a letter of 15th Sept 1897 from the Manager & the Consulting Engineer in which the views expressed by the Traffic Manager in an enclosed letter are endorsed. The Traffic Manager insists that the policy accepted by Government of making the canals feeders to the Railway should be

carried

ideas of the classes of people

carried out by "an order which will stop all passage for loaded boats from one canal to another. also within canals parallel to the Railway prevent boats taking cargoes from one Railway station to another Railway station". This is the demand of the Railway officers in its most Extreme form but it is to be noted that it has not been supported by any of the consulting Engineers. Thus in a letter dated 29th March 1896. Capt Shelly says "There is in my opinion ample room in the District for Railway and Canal Navigation, when the rates for the latter are more suitably adjusted, but at the same time I do not think that any fair manipulation of rates will ever drive the bulk of the transport trade to the railway. Considering the immense irrigation interests so closely connected with cheap navigation I strongly deprecate any

File No 53 (9)

25

such radical enhancement of canal charges as would be necessary to place Railway and water carriage on the same footing. All that appears necessary is to so adjust rates that traffic is not attracted off the Railway and that each class of carriage gets a fair share of the transport trade". As an Experimental measure he proposes that in addition to the general license there should be special licenses equal to that of the General license imposed on the Ellore, Samulcotta and Cocanada canals and at the Locks leading from the Sea channel to Colair Lake. It is difficult to say how far the Railway, working at very low rates in force up to the end of last year has succeeded in gaining the through traffic but the facts that the railway traffic was 92000 tons between Bezwada & Cocanada in 1896 indicates that the railway has not been altogether unsuccessful.

It

X The following information has been received since the note was written - See file No 79(a)

Years	Gonnada Canal	Samalcotta Canal	Ellore Canal & Godavari District
	Tons	Tons	Tons
1893-94	72,786	5296	170.620
1894-95	84968	7663	141,198
1895-96	73,482	6,781	88119
1896-97	90,941	13448	87039

The steady fall of traffic on the Ellore Canal is noticeable. The Railway has taken practically all the salt cotton & oil seeds traffic

It would have had much greater success probably if the Godavari had been bridged or arrangements made for taking across loaded waggons. Perhaps some idea of the tendency of traffic may be obtained from the canal returns. The abstract returns for 1896-7 are attached to this report and a statement has also been prepared showing the movements during the four years 1893-4 to 1896-7 of the principal commodities for the carriage of which there may be competition. These show the broad fact that the distance which goods are carried on the Godavari canals is only 27 miles and is not decreasing. The average distance of carriage on the Kistna canals last year was nearly 60 miles but the heavy items of coal, which is carried the whole length of the Western canal, salt, which has also to be brought a long distance and food grains, part of which go to Madras bring up the average to a great deal more than it will be when the Madras - Bezwada line is open - The great falling

Appendix IV. - Mag - D

Appendix V. " F

falling off of nearly 50 per cent in the rice traffic is perhaps due to the Eastern delta rice being taken direct to the Bezwada railway station (en route to famine districts) and so escaping registration and the falling off in oil seeds is perhaps due more to short crops in the upland parts of the district than to Railway competition. It is also to be noted as an important fact that the distance rice is carried on the Buckingham Canal shows a steady decrease indicating the probability that the trade with the Godavari has almost, if not entirely ceased, and even that with the Kistna has become reduced. The general inference however is that the Railway cannot make head against the boat traffic except by continuing its minimum rates which do not quite cover working expenses. It has not been taken sufficiently into account that the boat-men have all their capital sunk in their boats, that they know no other trade, nor can they sell their boats except at a great loss. They must therefore

Recent experience shows the Statement to be incorrect - Mr

therefore struggle on as long as they can get a mere livelihood. The Managers has ventured to raise the railway rates $\frac{1}{4}$th & $\frac{2}{3}$rd from April last but depends upon the assistance of Government for being able to continue the higher rates - As to the form in which assistance should be given I beg to recommend tolls as fairer than licenses in all cases when boats are not plying in regular and constant competition with the Railway - A 2 annas toll on boat tonnage, equivalent to probably 4 annas on cargo would bear about as heavily on the through traffic as the proposed tariff in the draft rules.

11. The following table shows the various proposed rates of canal fees for the three connected systems

Nature of Vessel	Present rates						Proposed by Committee of 1894						Proposed in Draft Notification						Now proposed								
	Annual			6 weeks			annual			6 weeks			annual			6 weeks			General license annual			6 weeks			Special tolls		
	Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P	Rs	as	P
Steamers per ton																											
1 line	5	0	0	1	0	0	15	0	0	3	0	0	10	0	0	2	0	0	15	0	0	3	0	0			
2 lines													15	0	0	2	0	0									
3 lines													20	0	0	3	0	0									
Cargo boats																											
1 line	2	8	0	0	8	0	3	8	0	0	12	0	2	8	0	1	0	0									
2. lines													6	0	0	1	0	0									
3. lines													10	0	0	1	8	0									
Open Cargo boats	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	3	0	0	0	10	0		
Passenger boats 1st class																											
1. line	5	0	0	0	8	0	7	0	0	1	4	0	5	0	0	1	4	0	6	0	0	1	4	0			
2. lines													9	0	0	1	8	0									
3. lines													14	0	0	2	0	0									
Passenger boats 2d class																											
1. line	3	0	0	0	8	0	4	0	0	1	0	0	3	0	0	1	0	0									
2. lines													7	0	0	1	0	0									
3. lines													12	0	0	1	8	0									
Decked Cargo boats and Passengers boats 2nd class	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	4	0	0	0	13	0		
Rafts of timber 100 ft (1 month)																											
1 line	"	"	"	0	8	0																					
2. lines	"	"	"	0	8	0							"	"	"	1	8	0	"	"	"	1	8	0	"	"	"	1	0	0
3. lines	"	"	"	0	8	0																					
Rafts of bamboos																											
1. line	"	"	"	0	4	0																					
2. lines	"	"	"	0	4	0							"	"	"	1	0	0	"	"	"	1	0	0	"	"	"	0	8	0
3. lines	"	"	"	0	4	0																					
Steamers & Boats of all classes per ton	at Tamulcottah, Kovur, Ellore & Rampa each																								0	2	0

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The rates proposed by the Committee are stated to be the highest which traffic in the deltas will bear without serious risk of restriction. The Executive Engineer Buckingham Canal considered that the traffic on that line would bear heavier charges but accepted the lower rates as he and all the other members of the Committee were deeply impressed with the necessity of having one general license for all the systems. The general rates now proposed are somewhat lower but the tolls will bring up the charges on boats regularly employed on through traffic to at least the amounts entered in the draft notification. It will be seen from the navigation returns that the raft traffic is almost confined to the Godavari and raising the fees to Rs 1-8-0 and Rs 1 would be practically an increase of 200 to 300 per cent - so this seems too much. Fees of Rs 1 and annas 8 are proposed. The rates for the Dumagudem

File No 53. (2)

File No 49.

31

canal are high considering that the boats are engaged in river traffic and use the canal only to get from one reach to another. The rates both for boats and rafts are however in general agreement with the Collectors' recommendations printed with G.O. No 192. I. dated 21st July 1896. The charge for demurrage is the only other rate to which reasonable objection can be raised - A boat is now allowed to remain at a wharf for a week at a charge of 1 anna a ton. The draft rules propose a charge of 8 annas a ton for any overstay within a week or about Rs 9 for a boat of average size. It is considered that a tonnage charge of 1 anna a day would be quite sufficient to prevent needless delay at the wharves.

12 - Before considering the rules in detail the principal recommendations stated above may be briefly summarized. They are

(1). That no charge should be made for the navigation of unimproved natural waterways.

The

(2) The expenditure on water carriage on the three main systems is about 12 lakhs a year (at 4½ pies a ton-mile)- If navigation were stopped and road carriage substituted the cost, at the very low rate of 2 annas a ton-mile, would be 65 lakhs, less whatever might be saved by people using their own cattle. It is only cheap carriage which has made this enormous traffic possible and any enhancement of charges which may have the effect of restricting it, must ~~of~~ cause a serious loss to trade. The policy of the Madras Government has hitherto been to treat the navigable canals as roads and seek no direct return from navigation beyond what was sufficient to keep up the works. That aim has now been nearly attained, and only a slight increase of charges is required to maintain the equilibrium,

(3) The question of including interest on the maintenance charges must be settled. If the Madras Government decides to work the canals in the interests of the Railway, the Government of India should be asked for definite permission to exclude interest charges. The policy of making the navigation pay is incompatible with giving assistance to the Railway, the small use of which even during the famine shows how little it is now wanted or desired by the people of the Godavari and Kistna Districts. No doubt they will take to it by degrees for the conveyance of goods which can stand heavy transit charges and probably an extensive trade with distant markets not now reached, will be developed.

(4) If trade is to be forced to the Railway, it must be by imposing tolls. The annual license rates now proposed are fully 10 per cent of the Capital value of the boats. This

is

is as much as working boatowners can pay and as shown by the accounts it is too much for most of them. There has been an increasing traffic on 6. weeks licenses which now account in the Godavari for half the whole revenue. It would be most undesirable to discourage the trade conducted on Co-operative lines and throw it into the hands of Capitalists. Tolls would be paid by the owners of the goods. The tolls proposed meet the views of the Consulting Engineer quoted in para 10 above but are not enough to enable the Railway to charge high rates. It seems necessary to keep the tolls moderate as it would not be right to cut off Cocanada from the Delta or wholly to stop canal traffic with the Kistna. The tolls on the Ellore, Cocanada and Samalcotta canals may be imposed at once and at Rompere when the Madras - Bezwada line is open -

The

File No 53.

File No 53 (b)

File No 76.

13. The Rules cannot be fully revised until Government has passed orders on the points discussed above but the following defects may be noted now:-

Rules 1, 3 & 4 - The assistance of the Advocate General will be required in revising these. It is proposed to make them applicable to artificial canals and improved natural waterways but at the same time prevent traffic in artificial canals not declared open for navigation

Rule 5. Should apply only to vessels previously measured and registered. The measurements of boatmen could not be relied on - New boats should be taken to a licensing station for registration.

Rule 6 - To be omitted

Rule 11 - May be omitted. See Government Solicitor's opinion dated 23d Nov/96.

Rule 25 - It is proposed to add "Ferry vessels belonging to the District Boards

Boards proceeding to their destination and not plying for traffic shall be allowed to pass through the canals free of charge on written permit from the Executive Engineer."

It has to be decided whether boats belonging to the marine Dept should be allowed to any extent exempted - See Ev. No 212. I. dated 1st March 1897.

File 1076.

Rule 48 - An officer who suspends a license should communicate the fact to the officer who issued it.

W. Hughes.
Chief Engineer for Irrign.

Colaba
2nd October
1897

No. 80

Public Works (1897) Department.

CURRENT No. 253.

Urgent

Order

From R

No. 16-R. 97.

Dated 15-11-97.
Received 15-Do
Enclosures 7 (write complete file).
Spare copies

SUBJECT.

E. I. Rly Notice on the Navigation rules - returns - with his No- 3381 A dy 1-7-97 & printed correspondence.

Note

One copy of E.R.s Note to be sent: taken to see what further papers are req.d to be added to the file

Dr I

15/10/97

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

E. I. Form No. 22—2,000—8-8-96.

Urgent

GOVT. OF MADRAS. } 189 7 . { P. W. DEPT.

CHIEF ENGINEER FOR IRRIGATION.

Madras, 5 Oct 1897.

OFFICE NOTE No.

Circulation Register.

To	From	Despatch Date.	Receipt Date.
R	I	5.10.97	

KEEP-WITH.

No. , dated 189 .

I send my report on the Navigation Rules in order that you may attach a note if you wish before I send the report to Govt.

W.H. I.

No: 16 R. Mad 15th Nov: 97.

I

Please see the accompanying note by the Consulting Engineer for Rys No. 3381 A, dated 1st November 1897 and printed correspondence attached. The Irrigation file and papers are returned herewith.

J.P.S. R 15.11

CHIEF ENGINEER FOR IRRIGATION.
15 NOV. 1897
No. 253

with 6 spare copies

Encl. to P. 80

No 3381/A dt 1st November 1897.

THE EAST COAST RAILWAY AND CANAL COMPETITION.

Note by the Consulting Engineer for Railways, Madras.

1. As soon as the East Coast Railway was opened for traffic it became evident that it was failing entirely to compete with the canal boats plying alongside of it. This meant that throughout 140 miles of its length the railway would fail to pay interest on its capital unless something could be done to relieve the competition. So impressed was the Manager of the Railway with the importance of this failure that, in his letter No. 8114, of the 8th November 1895, he threatened, unless some relief were afforded, to throw up the competition, raise his rates to the maxima permissible, and impose high terminals when the canals should be closed.

2. The general taxpayer is the owner of both the canals and the railway. If the railway no more than covers working expenses the taxpayer is out of pocket some 5 lakhs annually for interest at $3\frac{1}{2}$ per cent. on the 140 miles where competition with the canals occurs. Although this annual loss is doubtless Imperial and not Provincial, it is, I think, incumbent on this Government to take such action as will minimise it as far as possible. The loss is due to our having placed at the disposal of certain boat-owners some 140 miles of water highway alongside of the railway at a merely nominal charge. The railway from the start has tried to do everything possible for the producers and merchants by lowering its rates to a figure which, it was hoped, would suffice to compete with the boats, viz., $\frac{1}{10}$th pie per maund per mile or $2\frac{3}{4}$ pies per ton per mile, for the carriage of the class of goods for which railways in general get $\frac{1}{8}$th pie per maund per mile, or $4\frac{1}{2}$ pies per ton per mile. But even at these extraordinarily low rates the railway has failed entirely to secure the traffic which it was led to expect at the beginning, when everybody—Chambers of Commerce, traders, this Government and the public—were anxious to get it constructed.

3. For facility of reference I have printed the correspondence which has taken place, on this subject, on the railway side. A perusal of the rather voluminous papers will show that, after lulling the railway into a false sense of security by the promises made in the Chief Engineer for Irrigation's letter, No. 163 M., of the 3rd April 1895, and so inducing them to go on for another couple of years with the low non-paying rates, the Irrigation Department has now at last brought out a draft set of navigation rules which fail utterly to do anything like what the Railway Administration were led to expect, and which will practically have the effect, if brought into force, of leaving everything *in statu quo* or nearly so.

4. It must be understood that alongside of the railway between Bezwada and Cocanada there are two systems of navigable irrigation canals—those of the Kistua and Gódávari deltas—but that the railway has raised no objection to these canals being freely navigated in every direction over nearly the whole of their mileage. What is objected to is that they should be freely navigable in hostile competition with the railway between certain points which are sufficiently well connected by the railway. The railway welcomes the boat traffic so long as it serves as a feeder, but objects to it only when it is a competitor. Since the controversy began the railway has persistently put forward definite proposals, but somehow or other they have failed to commend themselves to the Irrigation Department. The railway's proposals are that tolls should be levied at certain places which shall have the effect of raising the average cost of canal carriage to a figure at which the railway charging the same may have a chance of earning interest on its capital. The railway can earn interest and pay working expenses if it gets a fair tonnage of goods at one-sixth pie per maund per mile, or $4\frac{1}{2}$ pies per ton per mile. All it asks is that at certain points on the competing sections of the canals, tolls should be levied at a rate which will make it necessary for the boats also to charge something near $4\frac{1}{2}$ pies per ton per mile. This seems perfectly fair, and anything less than this means simply that the boats are being practically subsidised at the cost of five lakhs per annum by the general taxpayer.

5. I fail to see where the injustice to the boat-owners comes in. They would still have a very large mileage of canals on

which to ply for hire. I have never, since the days of George Stephenson, heard of its being used as an argument against a railway being made that a large number of deserving cartmen would be thrown out of employment. It is always taken for granted that they must find employment on branch roads in feeding the railway. It is also always understood that when a railway is made through a district, parallel to a main line of road upon the metalling and upkeep of which heavy expenditure has heretofore been incurred, the district authorities are perfectly justified in for the future reducing their annual grant for the road and devoting the money so saved to the construction and upkeep of feeder roads. The case of the canal navigation is a parallel one.

6. Although all the correspondence which has heretofore taken place has referred to the existing East Coast Railway and to the section of it from Bezwada to Cocanada, we are now face to face with the case of another section, from Madras to Bezwada, 250 miles, to cost some 250 lakhs, which will soon be open for traffic. Throughout this 250 miles there is parallel boat competition on the Buckingham canal, the greater part of which serves, I believe, for navigation only and not for irrigation. It is important that, before competition begins between this canal and the railway, something should be settled as to whether the boatmen are, or are not, to get the use of it on such terms as will enable them to prevent the railway from earning interest on its capital. It seems to me to be a perfectly sound thing that a Government owning the two properties should prevent one from being used at so cheap a rate as to spoil all chance of interest being earned on the capital invested in the other. How this can best be done is indicated in the 2nd paragraph of the Manager, East Coast Railway's, letter, No. 7822, dated the 3rd October 1897. The principle which he there lays down, and which has already been referred to in my paragraph 4, is that canal tolls ought to be raised to such a figure as will necessitate the boatmen charging $\frac{1}{6}$th pie per maund per mile, which is the rate at which a railway can profitably work if it gets enough of goods.

7. When it is considered that every district in India thinks itself fortunate, and is proved to be fortunate, if it can get a railway built by the tax-payers which will carry its produce at $\frac{1}{6}$th pie per maund

per mile, I quite fail to see why it should be unfair to the producers of a district to prevent an existing means of transport being any longer so used that their produce is carried at a very much lower figure than this. Had the district itself made the canal, it would have been quite another matter to put a stop to the cheap use of it, but as a fact the general tax-payer made both the canal and the railway, and he is perfectly entitled to lump the two together and so to arrange his charges that he shall not be a loser. Moreover, I fail to see why because for many years I have conferred an unearned favour on any one I should be morally bound to make him my life pensioner. As well say that because a certain railway has been carrying traffic at a dead loss for many years it is morally bound to go on doing so lest the poor producer should have cause of complaint.

8. I might prolong this note very unduly by referring *seriatim* to quotation after quotation from the printed papers attached. But I prefer to merely mark the parts to which I would invite particular attention. But there are a few things to which I wish specially to invite His Excellency's and Honourable Members' attention. First, to the Madras Chamber of Commerce letter of the 2nd February 1894, where, in reply to a letter from this Government asking them for information about trade between Madras and Bezwada, they take up the question of the canal competition and say that so long as there is a deficit in the navigation account the canal tolls are neither fair nor reasonable to the general tax-payer, and that the rates might be reasonably raised. As an alternative they propose that boats on the feeder canals should be freed from tolls, but that prohibitive tolls should be put on whenever necessary to prevent competition. They say that the boatmen are in influential trading circles regarded as the enemies of trade and undeserving of toleration, much less of sympathy. This expression of opinion comes from the Madras Chamber of Commerce when a railway is in prospect. Perhaps when it is a *fait accompli* they may be found singing a different tune.

9. Another thing I would refer to is the definite pronouncement of this Government's Irrigation Department in No. 4211 C. of the 16th October 1890, that "it is to the interest of irrigation revenue that the canals should be relieved

as quickly and as thoroughly as possible of the great bulk of their traffic by its transfer to the railway." This is far beyond anything either demanded by or desired by the railway, who consider the canals, so long as they are legitimately used, to be highly valuable as feeders, and who object solely to their being made over practically gratis to the boatmen for the purpose of enabling them to successfully compete with the railway.

10. One thing I think is quite certain, that the real person to be considered, viz., the producer, pays as freight fully as much as his produce can stand. But the question is, What does he pay and to whom does he pay it? He pays it partly in the form of the notorious profits of the boat-owners, of their well-known pilferings, of commission to agents and *gumashtas*, and of actual cost of carriage and handling. It is not fair to the general tax-payer that, having made a railway for the benefit of the producer, he should not at least get out of that producer as much as he is ready to pay. Mr. Pope, the Traffic Manager of the East Coast Railway, holds a brief for the general tax-payer, so whatever he says must naturally be taken *cum grano*; but from all I used to hear when managing the part of the East Coast Railway which was open to traffic when I held charge of it, his letter No. 24081, dated the 8th October 1895, very fairly represents the true state of things, and his paragraph 7 truly enough represents the way in which the wily *gumashta* and boatman between them draw produce away from the railway to their own no small if undeserved advantage.

11. I invite particular attention to the manner in which this Government allowed itself to be persuaded out of adopting the course which the Irrigation Department promised to adopt in their No. 163 M. of 3rd April 1895, by the European Chamber of Commerce, Cocanada, in apparent ignorance of the very existence of, or of the relatively much greater importance of, the Native Chamber of Commerce of the same town. In paragraphs 2 and 3 of his letter just referred to, No. 24081, dated 8th October 1895, Mr. Pope fully explains about the two Chambers. I call attention to the resolution carried in the Native Chamber at a special meeting on the 27th September 1895, in which they expressed the opinion that competition with the railway ought to be put down by the levy of the proposed canal toll; and, expressing regret

that Government had reversed its decision about the imposition of the toll, begged that the question might be re-opened. It seems very unfortunate that the true relative importance of the two business interests at Cocanada, viz., that of bankers and handlers of cargo, and that of true traders, should have been so misunderstood, and that undue importance should have been attached to the remonstrances of a few persons who in reality did not represent the trade of the town at all.

12. It seems to me that in the draft navigation rules which are now under consideration of Government, no sufficient attempt has been made to differentiate between those canals and sections of canal on which boats can compete with the railway, and those on which boats can ply either feeding the railway or carrying produce from village to village or village to port, and where the railway is of no particular service. It ought not, I think, to be impossible to keep the two things entirely separate, and in the new Act to provide not only for the imposition of licenses, or tolls or both, over all the navigable waters, upon a scale sufficient to cover outlay on keeping them navigable, but also for the imposition at certain carefully selected places of such special tolls as will allow the railway to put on the usual charge of $\frac{1}{8}$th pie per maund per mile or $4\frac{1}{2}$ pies per ton per mile without risk of finding itself ruinously underbid by the boatmen. I cannot at all see what claim the Kistna-Godavari boatmen have on the general tax-payer. Their length of water highway need be in no way reduced, and they will go on getting plenty of work of a legitimate sort in feeding the railway and the ports of Cocanada and Masulipatam. But I quite see that the case of the Buckingham canal boatmen is different and that the same sentimental reasons exist for letting them down easy as existed in the early railway days for letting the stage coach proprietors of England down easy, or the *dak gharrie* proprietors on the Northern Indian trunk road or the *tonga* proprietors of the Ootacamund or Simla roads. But I cannot admit that the reasons for letting them down easy are other than sentimental reasons, and I would certainly put on special tolls sufficient to make it necessary for them to charge at least $\frac{1}{8}$th pie per maund per mile for the carriage of produce on the canals. This, as I have said, is a fair charge for freight that all India accepts gladly, and it is a charge

which in one shape or another, bucksheesh, pilfering, commission, &c., the producer probably pays already and would equally readily pay to the railway if he were not diverted therefrom by interested or dishonest *gumashtas* and boatmen.

13. The struggle has heretofore been rather a one-sided and half-hearted one, because it has been a struggle between the Irrigation Department of this Government, who are tender in their regard for their old customers the boatmen, and the Manager of a State Railway. The Government of India and the Manager have been kept quiet by a promise of revised navigation legislation: and, even now when the Irrigation Department's proposals are known, there has hardly been time for the pressing home of a strong remonstrance. But when the East Coast Railway is worked, as it soon in all probability will be, by the Madras Railway Company, this Government will be made to feel the pressure brought to bear by a Secretary of State who is worried by a London Board of Railway Directors, and the claims of the poor boatmen will probably not receive so much consideration at his hands as at those of the Irrigation Department.

14. As demonstrated in paragraph V of the enclosure of the Manager, East Coast Railway's, letter, No. 7822 of the 3rd October 1897, what is necessary is that the combined effect of tolls and licenses on the sections where competition is possible, should come to about $\frac{1}{12}$th pie per maund per mile, the other $\frac{1}{12}$th pie being the estimated cost of haulage and boatmen's profit. Then, allowing for the comparatively minor effect of the license fee, it would be necessary to levy special tolls between Madras and Cocanada to the amount of about Rs. 3 per ton of registered carrying capacity of boats. And, of this, two rupees ought to be levied between Madras and Bezwada, and one rupee between Bezwada and Cocanada. It is for the Irrigation Department to select the locks and barriers at which it seems most advisable to collect such tolls.

15. It may possibly be considered advisable to reduce the license fees on the non-competing, *i.e.*, on the railway-feeding, and other sections of the canal system with a view to partially compensating the boatmen for the special tolls to be imposed on the competing sections. I argue, however, that this is unnecessary because the producer already pays, one way or another, perhaps quite as much as the railway

would charge him ; and all that is required is that what goes out of his pocket should some way or other be raked into the pocket of Government, instead of into those of unworthy middlemen.

16. As regards the alleged injurious effect on trade of the absence of a bridge at the Godavari, I invite attention to paragraph 8 of Mr. Pope's No. 24081 of the 8th October 1895, in which he points out that it was not until the traffic across the Indus at Sukkur had reached 350 waggons per day that it was decided to bridge that river. However the Godavari river has now begun to be bridged, and meanwhile there is a very efficient steam ferry capable of transporting full waggons across without break of bulk.

F. J. E. SPRING,
Offg. Cong. Engr. for Railways.

1st Nov. 1897.

Marked for journal & H.S. with the Number.

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CORRESPONDENCE ON THE SUBJECT OF COMPETITION BETWEEN THE EAST COAST RAILWAY AND THE CANALS RUNNING PARALLEL TO IT.

From the Manager and Engineer-in-Chief, East Coast Railway, to the Consulting Engineer for Rys., Madras, dated Waltair, 14th Nov. 1893, No. 1261.

I have the honour to forward a copy of my recent letter to the Chief Engineer for Irrigation, and to ask your good offices in preparing the ground for an early and satisfactory solution of our difficulties.

2. Admitting, as you doubtless will, that the two sections of this line, north and south of Gódávari, are very much on a par, except that but a small proportion of the northern section is subject to canal competition, the disparity between one section which, within two months of opening, touches Rs. 44 per mile week for goods, and Rs. 165 total traffic, while the other after 9 months, nets but Rs. 4 for goods, and only Rs. 40 gross, plainly shows that something must be done. The only occasions, so far as I see, in which these low figures for the southern section have been depassed, were when large quantities of coal for the northern section's consumption were carried at high public rates over the southern section.

3. The line has cost well over a lakh of rupees per mile, so that, to cover bare interest on its capital, it should earn in average Rs. 200 per mile week ; its cost has even been enhanced by diverting the alignment to the vicinity of the navigation canals at the instance of the Irrigation Department, and of the Madras Government, which in your No. 4211 C., dated 16th October 1890, expressly affirmed that it is "to the interest of irrigation revenue that the canals should be relieved as quickly and as thoroughly as possible of the great bulk of their traffic by its transfer to the railway" ; so that I take it there can be now no serious objection to at once safeguarding the canal's interests and fulfilling the implied promise to this administration, so long as the interests of the merchants are not overlooked.

4. All that, to my mind, on fuller consideration, appears necessary, is to put common carriers over the canal highway under identical restrictions with those that apply to the railway. I am told that the license rules for canal boats specify maxima rates to be levied on passengers, if not on goods, but that there is no restriction whatever as to minima ; while in the railway case both extremes are rigorously defined. Moreover the railway is, and the boatowners are not, liable for damage, theft, &c., and it is even not improbable that the excessive depth of water, now maintained in the canals, specially facilitates a practice of overloading large boats in fraud of the canal's revenues. I am, it should be added, very credibly informed that, apart from the mere force of habit maintaining the canal traffic, our minimum rates, coupled with our liability to claims which practically insures freighters against serious losses, are low enough to fairly meet the just expectations of the traders. We could not of course quote absolute minima except for runs of say 80 miles or over, and only then, I think, if freighters did their own transhipment for the present at the Gódávari.

ENCLOSURES.

Letter from the Chairman, Chamber of Commerce, Madras, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated 2nd February 1894.

The Chamber of Commerce has carefully considered your letter, No. 4197 C., dated 7th December 1893, inviting its attention to the recent orders of the Government of India for a detailed survey of a railway line from Madras to Bezwada and asking for information with regard to the trade in grain, hides and other commodities with the districts North of the Kistna. The Chamber regrets the delay in answering your letter, but the reference necessitated enquiries which have taken some weeks in completing. The Chamber presumes that the main object of Government is to obtain for the East Coast Railway as much of the traffic north as well as south of the Kistna as it is possible to obtain. There would be no difficulty in attaining this object under the conditions which ordinarily govern the opening up of prosperous districts by railway communication; but in the peculiar conditions at present prevailing in the country immediately north and south of the Kistna there are disturbing factors which make the calculations of railway traffic a somewhat difficult problem. These disturbing factors are (i) the existing canal competition; (ii) the break of line at the Gódávari; and (iii) the want of direct communication with Madras southwards from Bezwada. The Chamber is convinced that until these three disturbing factors are eliminated, the traffic prospects of the existing East Coast Railway and of the future Calcutta-Madras Railway can never be regarded as safe and satisfactory.

With regard to (i) the existing canal competition, the Chamber is convinced that under the terms which the traffic authorities of the East Coast Railway are now offering (even with the break of line at the Gódávari) the produce dealers would gain rather than lose by resort to the railway. It is true that the nominal tolls and rates by canal appear small, but in reality the total charges for water carriage amount to considerably more than the mere cost of tolls, rates and boat hire. *Bucksheesh* charges to lock-keepers and canal subordinates are an extra item to be considered, as also is the actual loss of goods by pilfering and adulteration and the additional expenses usually incurred on account of demurrage. Further, the compulsory closing of the canals during the busiest portion of the year is a serious drawback which would not be possessed by a railway. The Chamber is doubtful of the wisdom of Government enhancing canal fees when they are just and reasonable, for Government cannot afford to do anything that will raise the cost of produce to the consumer. At the same time the Chamber is constrained to admit that the Government dues on the Kistna Canal, for instance, are neither fair nor reasonable to the general tax-payer. The officials of that canal admit that a sum of Rs. 10,000 a year is lost by navigation, and the other canals also barely pay from a navigation point of view. In these cases therefore the rates might be reasonably raised. However, the Chamber would prefer to see canal competition met as a general rule and as far as possible by generous and enlightened traffic policy on the part of the railway. That much can be done in this way is illustrated by the fact that the Traffic Superintendent of the East Coast Railway has already persuaded the merchants in Bezwada and Guntur to send all their stuff to Cocanada by the East Coast Railway. The terms offered are certainly very reasonable and conducive to increased trade. To show that this is so, the Chamber has only to draw attention to the enclosed schedule of canal and railway rates which was favourably received at a big meeting of merchants and others at Cocanada a few days ago. The Chamber cannot but regard this schedule as a very earnest and a very honest effort to secure the traffic to the railway. The Traffic Superintendent offers an "all the year round" rate, irrespective of the canals being closed or not, of one-tenth of a pie a maund a mile, or As. 2-6 a wagon a mile, all claims paid and no harassing rules about demurrage. Further, merchants have hitherto paid Rs. 12-8-0 to Rs. 15 per 1,000 maunds for unloading goods from wagons and into boats at Bezwada, but now the Railway authorities offer to load up into wagons at Bezwada free of all charges, and unload at Cocanada free, and give two days grace in demurrage. These terms, in the Chamber's opinion, are most advantageous, and if persevered with are likely to meet the canal competition without doing damage to the traders' interests. There is one way out of the canal competition difficulty which the Chamber considers worthy of consideration. It is that the navigation rights should be placed in the hands of the East Coast Railway. If this plan were carefully and considerately carried out it would do no harm to local trade and would even have the effect of cheapening the boat traffic of the canals, which would thus act rather as feeders to the railway than as competitors, and would give the railway the advantage of securing the bulk of whatever traffic there might be. There are excellent precedents for such a course of action in England where the London and North-Western, the Great Western and other railways are working the Shropshire Union, the Bridgewater and other canals. Another plan would be to free the boats from toll altogether inside each delta, but at the same time to put on prohibitive tolls at the head-lock and at Ellore so as to force the boats to feed the railway while stopping their competing with it. The Chamber would point out that the boatmen must suffer in any case, inasmuch as any traffic conveyed by the railway is so much less traffic conveyed by their craft. At the same time the Chamber considers that the true policy of Government must always be to favour the traders, upon whom the prosperity of the country in general, and the railways in particular, depends, rather than the boatmen. The boatmen as a class are not a body of men for whom much sentimental sympathy can be felt. In some influential trading quarters, they are even regarded as the enemies

of trade and undeserving of toleration, much less sympathy; and one reason adduced for this is that the Gódávari castor-seed trade with Bengal has been utterly wrecked by the pilferings and adulterations of these men. Be that as it may, however, the Chamber considers that whatever plan be adopted it should aim as much as possible at securing concurrent advantages to the traders and the railway.

Nevertheless until disturbing factor (ii), the break of line at Gódávari, is eliminated the Chamber is of opinion that the railway traffic can never be put on a satisfactory basis. At present the railway authorities offer "to tranship goods without delay or damage, and pay all claims," which are generous concessions enough; but until the break of bulk at Gódávari ferry is obviated the traffic of goods cannot be expected to flow in the greatest possible volume. The construction of a bridge over the Gódávari at an early date is therefore a most essential point to be considered. The completion of such a bridge could not be expected for some years. But, meanwhile, a wagon ferry might and ought to be established. If, as the Chamber understands, the shallowness of the water near the banks renders a wagon ferry, unaided by artificial embankments, impossible, owing to the deep draught of the big tug steamers required, it would respectfully urge that expenditure should be incurred in throwing out embankments into sufficiently deep water, a work which, the Chamber believes, is considered by the Engineers to be quite feasible. The Chamber suggests that the ferry might be done on contract entailing no capital outlay on Government at a rate certainly not greater and probably even less than it now costs to unload the wagons, carry the goods across the river by boats, and then transfer from boat to wagon again.

With regard to disturbing factor (iii) the want of direct communication with Madras southwards from Bezwada, the Chamber would respectfully remind Government that it has already fully set forth its views on this matter in its letters of 17th July 1891, the 4th February 1892, and 23rd March 1892, and by means of the deputation of its members which waited on the Secretary of State in May 1892. With reference to the proposals from private parties willing to construct the Madras-Bezwada line, which, it is understood, are now before Government, the Chamber would respectfully draw attention to the recommendation contained in its memorial to the Secretary of State forwarded to Government on the 17th March 1892, namely that "as the Madras-Bezwada scheme is well able to stand upon its own merits, private enterprise should be allowed every facility for undertaking the work."

* * * * * * *

From the Manager and the Engineer-in-Chief, East Coast Railway, to the Chief Engineer for Irrigation, Madras, dated Waltair, 4th October 1893, No. 7411.

I have the honour to call your attention to the fact that this railway, constructed largely at the instance of the Madras Government, finds itself hampered by the competition of those canals with which it runs parallel, viz., from Bezwada to the Gódávari, and from the Gódávari to Cocanada.

2. As I need hardly say, the very same problem arose in the early days of English Railways, and was solved there by the summary process of the railways buying up the canals, and working the two concerns in one interest. I incline to think that, *mutatis mutandis*, a similar solution is applicable to this case, in so far that the joint interest of the railway and the canal can be brought into unison.

3. What I would propose is, that the navigation rights of those canals, which directly compete with the railway, should be technically sold to us, and that we should be empowered to levy a special toll, fixed with the Madras Government's approval, while you continue to levy the present license taxes, without tolls, for the use of your other canals. I estimate that this would have a doubly beneficial effect, by cheapening the boat traffic, of those canals that would then act rather as feeders to the railway than as competitors, and by giving us the command of all such traffic, except light and bulky goods, as it is proper that a railway owned and worked by the State should take; and it is my deliberate belief that a very moderate toll indeed would serve to effect the desired object without really taxing the trade of the district. It is simply matter of fact that our earnings now are preposterously inadequate to paying even 2 per cent. on our capital, and that a traffic, which would largely help to avoid our deficit, is evading us by the canals; while in view to famine years, and even to those seasons when you have to close your canals, we are bound to keep up, idle, appliances adequate to carrying the traffic in question.

4. I need scarcely say that, in case the proposal I wish you to consider were found to involve loss of your present revenues, we would gladly agree to recoup you. It might perhaps be better if you imposed and collected the proposed tolls instead of us, except this, that our doing so would enable us to feel the traffic pulse of the district. It may be, too, that the canals in question can be so disclassed for navigation by large boats as to effect a practical economy from your point of view.

5. I shall be glad of your very early views on the whole subject of differential tolls or other restrictions, as it is one which, I imagine, can only be settled finally by the two Governments concerned, and meanwhile a stream of valuable revenue is from the point of view of the common wealth running to waste.

Extract from Inspection Report.

* * * * * * *

23. *General.*—At some of the stations feeder-roads are required towards the west. Owing to the competition with the canal there appeared to be absolutely no goods traffic on this section. The only station at which any goods were to be seen was Ellore. These, which had come from the Nizam's Railway and were destined for Cocanada, had been unloaded only to continue their journey parallel with the railway by canal for the 50 miles to the Gódávari.

No. 576 M., dated the 21st October 1893. From the Chief Engineer for Irrigation, Madras, to the Consulting Engineer for Railways, Madras.

Letter No. 7411, dated 4th October 1893, from the Manager and Engr.-in-Chief, East Coast Ry.

Forwarded to the Consulting Engineer for Railways, for remarks.

2. The only canals that run parallel with the East Coast Railway are the Ellore canals from Bezwada to Vijeshwaram about 90 miles, and the Samalkottah and junction canals from Dowleishweram to Cocanada, 37 miles. The point of increasing navigation receipts is strongly urged by the Government of India, and in this view it is contemplated to raise the rates of licenses from next year.

3. Owing to the requirements of the canals which were specially laid out and constructed for navigation and irrigation conjointly, a very much larger capital expenditure was incurred than would have been the case had irrigation only been intended. The undersigned hopes that it will not be long before the necessity for annually closing the through lines of canal from Cocanada to Madras will be obviated, so that communication can be maintained all the year round.

Note by C. T. R. SCOVELL, Esq., Deputy Consulting Engineer for Railways, dated 24th October 1893.

This is one of the points noticed by me in my Inspection report on the East Coast Railway open section.

If the question is to go up, I would suggest that tolls be levied on all loaded canal boats at points half way between stations where the canal is sufficiently near the railway to afford facilities for interchange of traffic, thus tending to encourage short distance local feeder traffic on the canal.

But perhaps, as the question is one of Imperial interest, it should be returned to Chief Engineer for Irrigation, with the remark that the views of the Government of India had better first be ascertained by Manager, East Coast Railway.

Note by F. R. UPCOTT, Esq., Consulting Engineer for Railways, dated 30th October 1893.

The question seems to be how best to get maximum of revenue from railway and canal both. Neither should be allowed to compete injuriously to themselves, nor should the public interest be lost sight of. I don't think the railway could work a portion of the canal traffic. Wait till the East Coast is opened to Madras. No action can be taken at present.

Note by Hon'ble Sir H. E. STOKES, K.C.S.I., dated 1st November 1893.

I think that the time for profitable discussion of the question will not arrive until the ferry arrangements at the Gódávari are so far completed as to allow of wagons being put across with their loads. Until this is done, the railway will be over-weighted in the competition with the canals; when it is done, I believe that the railway will win, if merely paying rates are introduced at first. The navigation receipts ought to be increased, but I think this question should be considered by itself, and that it would not be right to attempt, by means of special tolls and license fees, to drive the traffic from the canals to the railway. That would be an unjustifiable tax on the traffic, and the creation of the railway instead of being a benefit to the country in respect of goods traffic would be the reverse.

Note by Hon'ble Mr. GARSTIN, dated 9th November 1893.

I should like to see the views of the Government of India relating to the increase of canal revenue alluded to in the note by the Chief Engineer for Irrigation.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, Madras, dated Waltair, 24th December 1894, No. 8441.

With reference to your No. 3913, dated 13th instant, I have the honour to forward herewith for your information two notes by the Traffic Superintendent of this line, one on canal navigation, and the other on raising the tolls at the head competing locks on the Kistna and Gódávari canals.

ENCLOSURES.

Note by Traffic Superintendent, on Canal Navigation, dated Waltair, October 1897.

From the figures given by the Engineers, the East Coast Railway cost nearly a lakh of rupees a mile. It would have cost considerably less per mile between Bezwada and Cocanada port, and would have passed through a much better traffic country, if the Madras Government had not insisted on a re-alignment of the railway on this length, at considerable expence, forcing it to traverse a part of the country comparatively poor in traffic and already served by a net work of canal water carriage.

The history of water carriage *versus* railway carriage is too well known to bear a repetition; but when we take into consideration the fact that the water carriage is, as in this case, offered to the trade at so low a rate as to entail a large yearly loss to the Government of Madras, and is subjected to a merely nominal supervision in the matter of rates and loads, it emphasises the disadvantageous position that the railway has been placed in, against its will and in spite of its protest.

The two reasons given by the Madras Government for their action in this matter as contained in the correspondence ending with their No. 4211 C. of the 16th October 1890, are, first (to use their own words).

> "It must be borne in mind that the East Coast Railway is meant to be a famine protection line, and it is therefore absolutely necessary that the wagons of the railway should be placed in direct communication with the boats on the navigable canals in the most convenient way possible for loading without the intervention of carts; and it is clear that what is convenient in time of pressure will, in this case, be also convenient and economical for the requirements of ordinary trade."
>
> "It is also certain that in time of famine the river will be extraordinarily low, and the difficulties of navigation which are described as being at all times troublous will be greatly increased, and it may be almost impossible to get large boats from the head works of the canal to the railway at Rajahmundry."
>
> "In time of famine there will also be scarcity of water for the canal, and it may be found difficult to keep up an adequate supply in the Ellore canal for navigation purposes."

In other words this railway is to adopt a distinctly unfavourable and unprofitable alignment, and is to maintain in efficiency complete machinery and appliances for dealing with a large famine traffic which may never occur, for once a railway is opened to a place the chances of a famine are very much diminished; and is to let all these appliances lie idle on the chance of their being wanted on some rare occasion, on which occasion most probably, by the Government of Madras' own showing in the above quotations, they may be useless, owing to the failure of water in the canal and the consequent inability of boats to approach the railway. This means the railway is to run alongside the canals in times of plenty and earn nothing in order to carry a heavy traffic from those canals in time of famine, at which time these canals will most probably not be able to bring it for want of water.

The protest of the railway against this policy was silenced by the 6th paragraph of the Government of Madras' No. 4211 C. of 16th October 1890, which reads thus:—

> "The main purpose for which the delta canals were constructed was irrigation, which yields large returns. Navigation was and is a subsidiary matter; but the demand of navigation, and the necessity which exists of keeping the water in the canals at high level for navigation purposes, seriously interfere with the development of irrigation, which might otherwise be possible. It is therefore to the interests of the irrigation revenue that the canals should be relieved as quickly and thoroughly as possible of the great bulk of the traffic on them by its transfer to the railway, and this can be easily effected by making a series of stations on the banks of the two main canals. Moreover, if the railway is to run as a protective work in times of famine by transporting the grain of the Gódávari delta to all parts of the Presidency, such an arrangement is absolutely necessary."

This is more than an implied promise, nay, it is the only policy and line of action that is logical after the foregoing; and yet the Madras Government practically refuse to redeem their promise.

For nearly 30 years Cocanada, the chief objective of all canals that come into competition with us, has obtained its trade at between $\frac{1}{8}$th and $\frac{1}{10}$th pie per maund per mile; other things being equal, no railway, much less a State Railway, has the right by its advent to immediately raise the rate for carriage of produce into a town. The railway offers to carry at this rate for the present. The question of rate therefore may be left out.

With regard to the question of route, it may be contended that it is not wise to force the traffic by artificial means to take one route or the other, and that the world-wide recognized principle of competition should govern the route; but the essence of such competition is that the competitors shall start fair and work under like conditions. The boat traffic should be made to pay the entire cost of navigation as the railway is made to pay its entire working expenses, and it should be as strictly supervised with regard to rates and loads as the railway, and should be forced to maintain as high a standard of stock; if all this is done, I have no doubt of the result. Apart from this, take it from a business point of view, Government lays down that all productive public works shall be worked on commercial principles. Is it working on commercial principles that two undertakings maintained by the same tax-payers' money, administered by the same Government, should compete with one another to the disadvantage of both, nay more, that one, the canals, shall be given Rs. 20,000 a year (I think I am right in this figure) in order to enable it to compete more efficiently. If looked on from the stand-point of Imperial interests, surely the railway, which benefits five districts and finally links up Calcutta, Madras, and Bombay, has greater Imperial interests than a local canal 120 miles long, which is admittedly compelled, at a loss, to waste its water-supply in performing illegitimate duties of navigation, to the detriment of its legitimate duty, irrigation.

The Madras Government should be pressed by the Imperial Government to fulfil its promises and compensate the railway for the very difficult position it has placed it in.

If the low rates of toll and licenses, &c., benefitted the ryot by giving him better prices, it would be a reason in their favour. If they benefitted the export merchant at Cocanada, who has some influence on exchange, &c., there might be room for sentiment on his behalf, but the only persons benefitted are a small body of middle men, who stick to the canals and traffic by boats, owing to the greater facilities they offer for adulteration of produce, and other processes, which ruin the purity of the trade of the port; and one cannot see why more consideration should be shown for these men and the boatmen than was shown to the cartmen and cart owners who were displaced by the canal.

Note by Traffic Superintendent, on raising the tolls at the head competing locks on the Kistna and Gódávari Canals.

A glance at the accompanying map will demonstrate clearly the geographical position of the Kistna and Gódávari canals and the railways which unite at Bezwada. We have here three railways, the Southern Mahratta, the Nizam's Guaranteed State, and the East Coast State Railways, all of which, up to certain distances, are exporting very large quantities of produce to their natural port Cocanada, for shipment to foreign and local ports, and for local manufacture of oil, &c. Alongside the last of these three railways, and parallel and contiguous to it for 140 miles of its length, and up to the port, lie the Kistna and Gódávari main canals from Bezwada to Cocanada. These canals are a standing menace to—

(1) the railway borne produce of the whole zone of traffic trending to this port, and
(2) to the welfare and trade of the port.

In explanation of (1) I would again invite attention to the map. All the traffic from the Southern Mahratta Railway and the Nizam's Guaranteed State Railway, which amounts to 75,000 tons in the season, has to be carried over the East Coast Railway from Bezwada to Cocanada Port at $\frac{1}{15}$th of a pie a maund a mile to compete with this system of canals. This rate barely pays working expenses, and is the lowest rate in force in India; and this traffic, rail borne, and therefore strictly speaking the right of the railway to carry to destination, deserts it at Bezwada to take the canals, or is kept on the railway by sacrifices of revenue that no railway in other parts of India is called upon to make, and at a rate less than half of what other railways get for carrying the same classes of produce; by this means, in other and more plain words, the capital cost of the 250 miles of railway, roughly speaking 250 lakhs of rupees of tax payers money, is absolutely prevented from earning any interest, and is rendered unremunerative; the main instrument in this

position being the canal, which is constructed by the same tax payer's money, which undergoes a large yearly loss to create the further loss, and which, more than this, by the Government of Madras' own showing, as will be seen in the quotations referred to and given below, is made to go out of its province and to perform other than its legitimate duties to bring about this undesirable state of affairs.

The welfare and trade of the Port.—It is a well known and accepted fact among the merchants in Cocanada that the trade of the port has steadily decreased up to the time the railway was constructed and opened, and that the trade in castor-seed from Cocanada to Calcutta almost, if not entirely, ceased, owing to the uncertainty of carriage by canal, and owing to the very large adulteration effected in canal boats; the trade of the proper zone of Cocanada port was fast going away to Bombay, for the above reasons, and owing to the better prices obtainable in London and the Continent for railborne produce. This, by the action of this railway, is being partially brought back, and will be entirely brought back, to Cocanada, as the accompanying letter will show. This is a distinct advantage to the Madras Presidency, and I am sure that the Madras Government will reward the railway for its services in this matter by enabling it to keep what it has so laboriously collected at a rate that will pay its expenses, and at a rate that will compare favourably with all its neighbours and other railways in India.

I would lay emphasis on the fact that the railway has one role to perform, viz., the carriage of passengers and goods, whereas the canal has another, its legitimate role, irrigation, which it can develop with much larger gain to itself than navigation. There is another source of traffic to Cocanada port, and that is purely water borne, from canals in the delta and from stations on the canals, this is the fair perquisite of the canals, and should be left to open competition, and does not come into the same class as railborne traffic, which the canal seeks to tap.

I would now draw attention to the following extracts from the Government of Madras, No. 4211 C. of 16th October 1890, and previous correspondence:—

> "It must be borne in mind that the East Coast Railway is meant to be a famine protection line, and it is therefore absolutely necessary that the wagons of the railway should be placed in direct communication with the boats on the navigable canals in the most convenient way possible for loading without the intervention of carts, and it is clear that what is convenient in time of pressure will in this case be also convenient and economical for the requirements of ordinary trade."
>
> "It is also certain that in time of famine the river will be extraordinarily low, and the difficulties of navigation which are described as being at all times troublous will be greatly increased, and it may be almost impossible to get large boats from the head works of the canal to the railway at Rajahmundry."
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> "In time of famine there will also be scarcity of water for the canal, and it may be found difficult to keep up an adequate supply in the Ellore canal for navigation purposes."
>
> "The main purpose for which the delta canals were constructed was irrigation, which yields large returns."
>
> "Navigation was and is a subsidiary matter, but the demands of navigation, and the necessity which exists of keeping the water in the canal at high level for navigation purposes, seriously interferes with the development of irrigation, which might otherwise be possible. It is therefore to the interests of the irrigation revenue that the canals should be relieved as quickly and thoroughly as possible of the great bulk of the traffic on them by its transfer to the railway, and this can be easily effected by making a series of stations on the banks of the two main canals. Moreover if the railway is to run as a protective work in times of famine by transporting the grain of the Gódávari delta to all parts of the Presidency such an arrangement is absolutely necessary."

To sum these up, the Madras Government says that it means the canals to feed the railway, and not compete with it; this is the interpretation put on these extracts by the officer who was then Consulting Engineer to the Madras Government. Accepting this view and this meaning, I would suggest to the Madras Government that the best way to give effect to their purpose is to lower the tolls on all the canals between Bezwada and Cocanada port, and put a special toll of Re. 1 per ton at the last lock leading into Bezwada and into Cocanada on all loaded boats, for each trip; the railway would then offer to pay Rs. 1-8-0 premium on each 100 bags loaded into its wagons at any station between Bezwada and Cocanada port exclusive. The present state of affairs one would feel averse to interfering in, if it brought a single iota of benefit to the ryot, or to the merchant who exports at the port, or in any way benefited the trade; whereas we know it is the reverse, it damages the trade, and only benefits a small ring of boatmen and boat owners, the one carries at very low rates and makes up the difference in theft and adulteration, and the other makes his profit on these low rates rendered possibly by this adulteration.

Memorandum from the Consulting Engr. for Rys., to the Chief Engr. for Irrigation, dated 9th January 1895, No. 44 C.

In reply to the second paragraph of your No. 656 of 8th December 1894, the Manager, East Coast Railway, forwards two notes on canal navigation and raising tolls at head locks on the Kistna and Gódávari canals for your perusal and criticism.

Office-note from the Chief Engr. for Irrigation, to the Consulting Engr. for Rys., dated Madras, 28th January 1895, No. 21.

The two notes by the Traffic Superintendent, East Coast Railway, on canal navigation and raising tolls at head locks on the Kistna and Gódávari canals received with your Memo. No. 44 C., dated 9th January 1895, are herewith returned with thanks.

From the Consulting Engineer for Railways, to the Manager, East Coast Railway, dated 5th February 1895, No. 407.

In compliance with the request contained in your telegram No. 202 M., dated 18th December 1894, I have the honour to forward herewith a proof copy of the proposed revised navigation rules.

Telegram from the Manager, East Coast Ry., to the Consulting Engr. for Rys., dated Waltair, 23rd February 1895, No. 65 M.

The interests of this railway have been quite overlooked in the new canal navigation rules. Was promised an opportunity before rules were finally passed. Propose sending Traffic Superintendent to represent the case on behalf of this railway. Let me know if approved.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 25th February 1895, No. 1704.

I have the honour to acknowledge, with thanks, the receipt of the enclosure to your No. 407 of the 5th instant. In the interests of the railway I regret to find that the proposed revised navigation rules are not of a nature to give effect to the expressed intention of the Madras Government to relieve the canals as quickly and thoroughly as possible of the great bulk of the traffic on them, and transfer it to the railway (*vide* paragraph 6 of Madras Government letter, No. 4211 C., dated 16th October 1890, to the Government of India).

2. The small increase in the charge for yearly and six weekly licenses, and the clause regarding wharfage after seven days' grace, which are the only additional restrictions imposed on canal traffic, will, in my opinion, have little or no effect in this direction.

3. I would draw your attention to the two notes on this subject by the Traffic Superintendent of this line, forwarded under cover of my No. 8441 of the 24th December 1894, and in particular to the one on the raising of the tolls at the head competing locks, and would request that the Government of Madras be moved to consider this view of the question on the lines discussed with Colonel Gracy, Director-General of Railways, during his late visit to His Excellency the Governor of Madras. If His Excellency will permit, I will order my Traffic Superintendent to be present in Madras on the day of the discussion of these rules to afford all the required information and enable the matter to be settled without further correspondence.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, Madras, dated Waltair, 16th March 1895, No. 2266.

With reference to correspondence ending with your No. 740, dated 1st March 1895, I have the honour to submit herewith a note giving my views on the proposed revised canal navigation rules.

ENCLOSURE.

Note, by the Manager, East Coast Railway, on proposed Canal Navigation Rules.

The case of the railway, as regards the right to a fair share of the traffic at present carried by the canals, has already been fully submitted in the correspondence noted in the margin. The Madras Government have practically accepted these views, inasmuch as they have definitely recorded the opinion that "the canals should be relieved as quickly and thoroughly as possible of the traffic on them by its transfer to the railway." It is presumed that the revised Canal Navigation rules are intended to carry out the transfer of traffic approved by the Madras Government (as if not, no revision of the boat charges would be necessary) and that I need only in this note represent my views, on behalf of the railway, as to whether the proposed rules will have the desired effect I may say at once that as far as the transfer of traffic is concerned the rules, will, in my opinion, be absolutely inoperative, and may indeed actually tend to deprive the railway of certain local traffic originating on the canals which has begun to seek the railway route from stations on the canal.

Manager and Engineer-in-Chief's No. 7411, dated 4th October 1893, to the Chief Engineer, Madras Irrigation Department.
Manager and Engineer-in-Chief's No. 1261, dated 14th November 1893, to the Consulting Engineer for Railways, Madras
Manager's No. 8441, dated 24th December 1894, to the Consulting Engineer for Railways, Madras.
Manager's No. 1704, dated 25th February 1895, to the Consulting Engineer for Railways, Madras.

2. An increase in the periodical licenses for plying on the canals and the imposition of wharfage charges at stations on the canals might, if sufficiently high, drive off all the boats at present plying locally or passing through, but it is understood that it is only desired to transfer the bulk of the through traffic to the railway, and not to suspend navigation on the canals entirely; besides, the reduction of the number of boats plying locally in the canals is, in the interests of the railway, distinctly undesirable, the canals being in consequence of the alignment of the railway capable of acting as most valuable feeders.

3. The increase which it is proposed to make in the cost of licenses is however comparatively small, so small that its effect, if any, will be the very exact opposite of what is wanted in the interests of the railway; that is to say, it will tend to reduce the number of boats plying locally which might serve as feeders to the railway, and will not materially affect the rates for carriage of goods through the canals in competition with the railway, or reduce the number of boats employed in the latter traffic.

4. What is wanted by the railway is that through traffic *viâ* the canals, which is carried in direct competition with the railway, should be discouraged, and that it should be recognized that the railway is the proper main through traffic route, and that the canals are primarily irrigation works, used, subject to their primary object of irrigation, for navigation purposes as feeders to the railway.

5. I desire particularly to point out that the traffic now arriving at Bezwada by rail from the Southern Mahratta Railway and Nizam's Railway is properly the traffic of the East Coast Railway, and I submit that in common fairness it ought not to be diverted to the canals at that station for transport to Cocanada. It is not fair competition so long as the boats fail to pay the full cost of keeping the canals in a navigable condition.

6. The only system of taxation of boats using the canals which will in my opinion secure the through traffic for the railway, is a system of tolls to be levied on loaded boats at points where they enter or leave the competing canals. The tolls being so regulated as to finally transfer the bulk of the through traffic to the railway. The charge for licenses might then be left as before.

7. A tax at the entrance or exit of each competing canal, seems to be the least objectionable form of raising the rates on the through traffic, as it will not affect the boats plying in the canals, and they will continue to find full employment in bringing local produce to the railway. An increase in the licenses and other charges though trifling, may possibly have the effect of reducing the number of boats plying on the canals, in which case neither the Railway nor Irrigation Department, would derive any benefit from the additional tax.

8. I am not sufficiently familiar with the working of the canal system to be able to state definitely the exact point on each canal at which the tolls can be most conveniently imposed. That will be a matter for settlement with the canal authorities if the general principle of imposing a toll on through traffic at either end of each competing canal is accepted. The amount of each toll should, in my opinion, be such that every boat, carrying through competing traffic by canal between Bezwada and Cocanada or *vice versa*, will pay a total of at least one anna per maund of load.

9. If the new rules can be framed so as to give the railway an equal chance of securing the through traffic without imposing any additional tax on the non-competing boats, all opposition would disappear, and the canals and railway could then work together to the great benefit of traders and all concerned.

From the Consulting Engr. for Railways, to the Chief Engineer for Irrigation, dated 29th March 1895, No. 1094.

With reference to your endorsement, No. 147 M., dated 27th March 1895, forwarding a copy of a letter from the Cocanada Chamber of Commerce, I have the honour to attach a copy of a note on the proposed canal navigation rules received from the Manager of the East Coast Railway.

2. It will be observed that Mr. Brereton desires to foster the local traffic on the canals, and to discourage the through navigation now carried on in direct competition with the railway under his control. He considers this result can be obtained by raising the rates on through canal traffic and proposes this be done by the imposition of a tax at the entrance or exit of competing canals. Mr. Brereton does not consider the proposed navigation rules will have any effect in transferring transport from the canals to the East Coast Railway.

3. The Cocanada Chamber of Commerce naturally objects to any changes which it fears may enhance the cost of carriage to local merchants. Trade however should be charged with such cost of carriage as it can reasonably bear, and there is no reason why the local trade of Cocanada should be given any undue preference in this respect. It is to be remembered that the railway and the canals are both owned by Government, and that they ought to be worked in combination for the general benefit of the country. Such benefit does not consist in reducing these transport services to the level of charitable institutions for local traders and boat-owners. All loss to Government resulting from unduly low transport charges has to be made good at the expense of the general tax-payer. There is in my opinion ample room in the district for the railway and canal navigation, when the rates for the latter are more suitably adjusted; but at the same time I do not think that any fair manipulation of rates will ever drive the bulk of the transport trade to the railway. Eventually certain classes of goods, such as those liable to injury from water, or which demand rapid carriage, will seek the railway. Considering the immense irrigation interests so closely connected with cheap navigation, I strongly deprecate any such radical enhancement of canal charges as would be necessary to place railway and water carriage on the same footing. All that appears necessary is to so adjust rates that traffic is not attracted off the railways, and that each class of carriage gets a fair share of the transport trade. The correct scale of canal charges to effect this can only be determined by experiment, and I consider all alterations in canal rate should be of a tentative character. As an experimental measure, therefore, I would suggest the introduction of the following measures on the lines proposed by the Manager, East Coast Railway, conditional of course on there being no practical navigation difficulties.

Licenses to be issued as at present for navigation throughout the whole canal systems of the Kistna, Gódávari and Madras, with the undermentioned exceptions, and at such increased rates as the Irrigation Department may consider necessary to curtail the notorious profits of boat-owners:—

(1) *Ellore canal.*—From Bezwada to Tadepalligudem, if possible; otherwise Bezwada to, and including passage through, Ellore lock.

(2) Through locks leading to the sea channel from Colair lake.

(3) *Samalkot and Cocanada canals.*—From the junction of the Samalkot and Cocanada canals to Samalkot lock, and to the first lock (including passage through it) on the Cocanada canal.

The right to pass through the locks and sections of canals above excepted to be granted on obtaining a second license at a cost, say, equal to that of the general license.

From the Chief Engineer for Irrigation, to the Consulting Engineer for Railways, dated Madras, 3rd April 1895, No. 163 M.

In reply to your No. 1094, I have the honour to state that I approve of the principles enunciated therein and endeavours will be made to arrange licenses and tolls so as to foster local while discouraging through traffic which competes with the East Coast Railway.

2. It is considered that the best method of bringing about this result will be to establish toll stations at Ellore lock and at Dowlaishweram head lock.

3. At the Ellore lock all through traffic between Bezwada, the Kistna Western canals and the Buckingham canal and the Gódávari district will be subjected to an extra charge which it is proposed to fix tentatively at one rupee per ton of boat capacity.

4. Again at the Dowlaishweram lock all traffic from the west will be subjected to a similar extra charge before it can compete with the railway to Cocanada and *vice versâ*.

5. The only local traffic that can suffer through these proposals is that between the Eastern delta of the Gódávari and Rajahmundry, and this can escape the enhanced fee by loading and unloading below the lock at Dowlaishweram and carting to Rajahmundry.

6. There are no facilities for stopping boats at the bifurcation of the Samalkot and Cocanada canals and so it is impossible to put the toll station here as suggested by you.

7. It is not considered probable that traffic will be taken from the railway at Bezwada and brought round to Rajahmundry *vid* the Colair lake, on account of the great distance; and until this is found by actual experience to be the case, no tolls will be levied on boats passing through these locks.

8. It is to be noted that, under this system, through traffic from Bezwada to Cocanada will be subject to the high charge of Rs. 2 per ton, which should give the railway a fair chance of competing at profitable rates.

Endorsement, No. 1211, by the Consulting Engineer for Railways, Madras, dated 9th April 1895.

Copy forwarded to the Manager, East Coast Railway, with reference to his letter No. 2266, dated 16th March 1895, together with copy of this office letter, No. 1094 dated 29th March 1895, to the Chief Engineer for Irrigation.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 3rd September 1895, No. 7178.

With reference to correspondence ending with your No. 37/O., dated 17th June last, regarding the proposed new canal tolls, I have been informed unofficially that orders were issued to the Irrigation Department to introduce the promised tolls on all through traffic passing the Ellore and Dowlaishweram locks; and that, after they had been in force for a few days, the orders were rescinded and the tolls removed.

2. I shall be glad if you will ascertain and let me know how the matter stands, as, if the canal tolls are to remain unchanged, I propose giving up competing for the carriage of goods on that section and removing the engines and stock to the Northern section of the line.

Endorsement by the Consulting Engineer for Railways dated 10th September 1895, No. 130 O.

Forwarded to the Chief Engineer for Irrigation for favour of information.

From the Chief Engineer for Irrigation, to the Consulting Engineer for Railways, dated Ootacamund, 10th September 1895, No. 441 M.

With reference to your endorsement No. 130/O., dated 10th September 1895, I have the honour to inform you that no orders were issued for putting tolls on the head locks of the Gódávari and Kistna Delta canals, and it is not contemplated that this should be done until the East Coast Railway has attained the position of a through line of communication, and stand on an equal footing in this respect with the canals.

Endorsement No. 133 O. by the Consulting Engineer for Railways, dated Madras, 11th September 1895.

Copy forwarded to the Manager, East Coast Railway, with reference to his letter, No. 7178, dated 30th September 1895.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, the 8th October 1895, No. 8114.

In forwarding herewith a copy of a letter, No. 24081, dated 8th October 1895, from the Traffic Superintendent of this line, I have the honour to remark that, relying upon the promises contained in the Chief Engineer for Irrigation's No. 163 M., dated 3rd April 1895, to your address, agreeing to the principles enunciated in your No. 1094, dated the 29th March 1895, which was based on my No. 2266, dated 16th March 1895, giving cover to my note on the canal navigation rules, I permitted the continuance of the present low rate of one-tenth of a pie per maund a mile for all traffic between Cocanada and Bezwada and *vice versâ*. I would draw your attention to paragraph 6 of the Traffic Superintendent's letter and particularly that portion of it contained on page 5 thereof, and would remark in connection therewith, that, if the only condition which makes this rate tenable, viz., the levying of a toll of a rupee a ton on all loaded boats passing the Ellore lock, is refused to us, I shall be obliged, much against my will, to withdraw the rate in question and to sanction the procedure described in the paragraph under reference.

2. With reference to the remarks of the Chief Engineer of Irrigation that it is not proposed to levy the toll of one rupee a ton on the Ellore lock till the railway is in a position to compete equitably with the canal as a through line of communication, I would remark that when such is the case the toll will not be required; it is asked for now to enable the railway, by securing the whole volume of the through traffic, to cover the large expenditure entailed by the ferry over the river Gódávari.

3. I would ask that early orders be issued on the subject as the present state of uncertainty re-acts injuriously both on the trade of the railway and the confidence of the merchants.

ENCLOSURES.

From the Traffic Superintendent, East Coast Railway, to the Manager and Engineer-in-Chief East Coast Railway, dated Waltair, 8th October 1895, No. 24081.

I have the honour to acknowledge receipt of your No. 7673 of 23rd September 1895, forwarding a copy of a letter from the Chief Engineer for Irrigation, dated 10th September 1895, enclosed under Consulting Engineer for Railways' No. 133 of 11th September 1895, and to recommend that the Government of Madras be moved to reconsider its decision in the light of the following facts, and for the following reasons:—

(1) The views presented by the representative of the Chamber of Commerce, on which the Government of Madras has based its decision is not the view of the Chamber of Commerce, but is the view of a small minority, which is called the *European* Chamber of Commerce, which minority has, comparatively speaking, but little interest in the question of canal transport as opposed to railway transport.

(2) The view of this minority is in direct opposition to the expressed unanimous view of the Native Chamber of Commerce, which represents the decided majority, if not the whole, of the real interest in the question under reference.

(3) Some of the statements made in the European Chamber of Commerce's reply to the letter of the Chief Engineer for Irrigation, asking them for an opinion on the notes of the Traffic Superintendent on Canal navigation, are not accurate as to fact, and do not go fully into the question.

(4) The Government of Madras has not had before it, fully, the advantages and benefits, that have been conferred on the port of Cocanada by the policy of the railway; and therefore has not been in a position to appreciate the result of the withdrawal of the same, which must be effected if it adheres to its decision; nor has it had before it a statement of the real interests involved, which, briefly stated, are the interests of a few commission-making gomasthas, as opposed to the interests of so valuable a factor in the wealth of the district as the railway.

2. In amplification of the above I would add that in Cocanada there are two Chambers of Commerce—

(1) The European Chamber of Commerce, which at the time of the representation under consideration consisted of—

(*a*) the representative for the time being of Messrs. Hall, Wilson & Co.;
(*b*) the Local Agent of the Bank of Madras;
(*c*) the representative for the time being of Messrs. Simpson & Co.; and
(*d*) the representative for the time being of Messrs. Innes & Co.
Four other influential firms, Messrs. Dymes & Co., Arbuthnot & Co., Wilson & Co. and Gordon, Woodroffe & Co., not being represented.

(2) The Native Chamber of Commerce, consisting of over 100 members, representing every shade and phase of the trade of Cocanada.

3. The view presented therefore to the Government of Madras by Mr. MacNab, the representative of the *European* Chamber of Commerce, is the view of one, and the minor, Chamber of Commerce, two of the members of which (*a*) and (*b*) are Lay Members; (for Messrs. Hall, Wilson & Co., do no trade whatever, but simply serve the trade as carriers, and the position of the Bank Agent speaks for itself). I submit that in such a question as this, which so closely affects the whole of the trading community of Cocanada, the view of both Chambers of Commerce should have been presented, and that the European Chamber of Commerce, as at present constituted, should not have sought to press its opinion on Government without consulting its major partner. This establishes my contention that this view is not the view of the Chamber of Commerce but of the *European* Chamber of Commerce.

4. The business of the European merchants of Cocanada is done under the system known as F.O.B., *i.e.*, on receiving an order from Europe for a certain quantity of cargo, they pass on that order, if rates are satisfactory, to their dubashes, who undertake to supply the cargo on board the vessels named within a certain period, free on board (F.O.B.) at certain rates, which they are paid on production of the necessary shipping certificates. From this it will be seen that the people really interested in the carriage by rail or canal are the Native merchants on whom falls the whole onus of buying produce up-country, conveying it to the port, and placing it on board the steamers in the roads. The European merchant has nothing to do with, and can in no manner influence the route, of the traffic shipped for him, and cannot direct that it shall come by rail or canal, this matter being entirely in the hands of Native merchants, who are thus far more interested in any question of penalizing one or the other means of transport. I am certain that the European merchants of Cocanada will acknowledge that, when the Railway authorities were first endeavouring to divert the traffic from the canals to the railway, they repeatedly assured us that beyond advising the Native merchants in the matter they could take no further steps to help us; and yet now, though they acknowledged then the weakness and indirectness of their interests in the matter, they seek, without reference to the more powerful and directly interested body, to influence the policy of Government in a vital matter like this. That they were wrong in so doing is proved by the resolution of the Native Chamber of Commerce, copy of which I enclose marked A, the substance of which was telegraphed to the Secretary to the Government of Madras, Public Works Department and the Director-General of Railways. These resolutions prove what I have said above, that the view of the European Chamber of Commerce was directly opposed to that of the Native Chamber of Commerce, and I have sufficiently demonstrated how it is that the latter is the more influential and really interested body. At the meeting of the Native Chamber of Commerce, after two days' full discussion, it was unanimously acknowledged that the Native Mercantile Community thoroughly appreciated the work done for them by the railway, and as a vote of confidence in the railway they agreed to, and prayed Government to institute, the toll of a rupee a ton on all loaded boats passing the Ellore lock, in order to force that portion of the through traffic to take the railway route, which, for reasons I will give below, at present avoids it.

5. In the reply of the European Chamber of Commerce to the Chief Engineer for Irrigation, which I have mentioned above, that body lays down the process traffic will have to undergo if through traffic is penalized in the manner proposed by the Chief Engineer for Irrigation in his No. 163 M., dated 3rd April 1895, to the address of the Consulting Engineer for Railways, Madras. While this process is to a certain extent correct with reference to traffic from the Western Gódávari Delta, it is very wide of the mark with reference to the through traffic from Bezwada, which is so distinctly quoted, in the first paragraph of the same, letter as competing with the East Coast Railway. In reply to the inquiries made by the Chief Engineer for Irrigation regarding the remarks made by the Traffic Superintendent on adulteration and theft that occurs to traffic in canal boats, the European Chamber of Commerce remarks that such adulteration and theft did occur, but that they had lately ceased; they, however, did not do us the justice to go further and remark that this improved state of affairs is entirely due to the action of the railway.

6. It will be found, from an inspection of the trade returns of Cocanada in one item alone, the principal staple of export, castor-seed, that from 1887 the tonnage exported steadily decreased from 18,000 tons foreign shipment and 6,000 tons Calcutta shipment to 7,000 tons foreign shipment

and *nothing* Calcutta shipment in 1892. In 1893 when the railway opened, the traffic increased to 9,000 tons foreign shipment and 1,300 tons Calcutta shipment, and in 1894 when the railway became more appreciated it jumped to 13,000 tons foreign shipment and 14,000 tons Calcutta shipment. The figures for 1895 are not out, but I anticipate they will be larger; this is exclusive of the seed imported to Cocanada for the local crushing of the mills. Proportionate increases appear in almost every head of traffic, and it is universally acknowledged that the return of this trade to Cocanada from Bombay, whither it had been diverted by canal adulteration and theft and uncertain rates, is entirely due to the rates, facilities, and concessions offered them by the East Coast Railway. In spite of this, and the good will of the Native merchants, there is a certain large through traffic, which escapes the railway, and which, for reasons I give below, is beyond the power of the Native merchants to force on to the railway. To secure this traffic we asked Government to place a toll of Re. 1 per ton on all loaded boats passing the Ellore lock. For three years the railway authorities have sacrificed all ideas of profit and have spared no pains, personal, or otherwise, to bring home the advantages and conveniences of railway transport to Cocanada, and sufficient time has elapsed for the Mercantile Community of Cocanada to realize which is its more reliable servant, the railway or the canal. The railway has determined that it shall make the choice, for it declines to share the service at the present rates with any competitors. The only basis on which the present rates can continue being that it shall have the whole of the through traffic. The position has been fully explained to the Native Chamber of Commerce, and it has unanimously declared for the railway, and prayed Government to institute the toll; the European Chamber of Commerce on the other hand oppose it. I have endeavoured to set forth the value of the two opinions, and it is now for Government to decide whether it will support the opinion of the small minority, or the decided majority backed as it is by the figures and facts I have quoted above. It only remains to add that, if the opinion of the majority and the services of the railway as proved by the above figures do not prevail, the railway must acknowledge that the sacrifices it has made have been in vain, and must cease to make them, and forthwith retire from the competition, throw up its rates to the highest figure possible, impose a terminal when the canal closes, and in short reverse the whole of its present favourable policy to the trade. I need not point out what a dead lock this will bring about, and how it must end in a serious diversion of trade to Bombay, and still more serious damage to the local interests of Cocanada and the Madras Presidency.

7. In explanation of the reasons why a portion of the trade now escapes the railway the following facts, which can be verified any day by enquiry, afford some instructive information. When a large trader wants to send traffic to Cocanada or any place where the railway and canal are competing, he entrusts the transaction to his gomastha who promptly goes to the boat-owners and trades on the railway competition in the following manner:—He says, "I have a thousand bags for Cocanada, what will you carry it for? railway rate is so much, how much commission will you give me if I give you the traffic, same rate as the railway or a little higher;" as soon as the terms of commission, &c., are settled he gets his commission and over and above the commission an extra allowance called in Telegu "Sotchum," which being translated means etceteras. These two, commission and etceteras, amount in the year to a good deal more than the wages of the gomasthas, and are clung to very tenaciously. These gomasthas make it their business to run down the railway route in talking to their proprietors, and do their best to discredit it, and explain to their owners that the reason they have had to pay higher rates to the boats is that the railway has raised its rates, or had no wagons, or refuses to book, or have sunk two boat-loads of traffic in the river, or some such false reason, and thus by the time honored system of commission the railway is deprived of a large traffic; the senders are too apathetic to enquire into and stop it, and the best efforts of the railway traffic canvassers fail to uproot it. This is the body of men that the refusal to impose the toll will support and keep alive, and I am sure that the Government of Madras will not consider them more worthy of support than the railway.

8. With reference to the Chamber of Commerce's contention, that the railway is not in a position to compete equitably with the canals as a through line of communication, I think it will be more than sufficient to simply say if it be so, why, with the so-called more equitable route open and running alongside the railway, have 100,000 tons of goods deliberately deserted that route and adopted the railway route, and why is it that the Native Chamber of Commerce unanimously declare in favour of the less equitable route. If by the phrase "in a position to compete equitably, &c.," they refer to the absence of the Gódávari bridge, I would point out that it was not till the traffic to Karachi on the Indus at Sukkur on one of the main lines of communication for troops to the all-important Indian Frontier had reached the proportions of 350 wagons a day was it considered necessary to build a bridge, and the very worst way to obtain the bridge is to recommend schemes that will keep the traffic off the route; it is much more reasonable to give the line a good traffic, and then ask for a bridge to carry it, than say build an expensive bridge and then we will give you a traffic to carry over it. It is possible the Government of India might fear some other pretext would be raised after the completion of the bridge.

9. To summarise this letter, we should ask the Madras Government to discard the opinion of the comparatively uninterested minority and to adopt the opinion of the interested majority, and so enable the railway, which has rendered such good service to Cocanada, to secure the remainder of the through traffic which it loses by means not worthy of Government support, and to obtain some profit from its present very low rates by securing to it a benevolent monopoly, the tendency of which will be to gradually nurse back to Cocanada its former greatness.

Copy of Resolution passed by the Native Chamber of Commerce, Cocanada, at a special meeting held at Cocanada on the 27th September 1895.—

Read letters, dated 2nd September 1895, No. 91 P.C. and No. 22291/29/95, dated 13th September 1895, from the Traffic Superintendent, East Coast Railway, and resolved.

(1) That in the opinion of this Chamber, it is necessary that a toll at Re. 1 per ton on all loaded boats crossing the Ellore lock be levied in order to put down the competition which the boat-owners are carrying on to the detriment of the interests of the East Coast Railway.

(2) That this Chamber is further of opinion that unless and until restrictions are placed over the boat traffic between the Kistna and Gódávari districts in the manner proposed, and necessary facilities afforded to the East Coast Railway to book the traffic between Bezwada and Cocanada at the favourable rates now prevailing, the extensive trade in cotton and castor seed will again be diverted to Bombay through the Nizam's Guaranteed State and Southern Mahratta Railways, as was the case in 1890, 1891, 1892 and 1893, prior to the opening of the East Coast Railway, causing thereby considerable loss to the interests of the local trade.

(3) That this Chamber believes that, any falling off that may result in the navigation revenue from the adoption of the course herein proposed, will be more than compensated for by the increased receipts under railway, and by the impetus that would be given to the local trade by the conveniences and facilities afforded by the East Coast Railway.

(4) That this Chamber has learnt with regret that the Government of Madras has declined to sanction the proposed toll, and resolves to intreat the Government to reconsider its decision in the light of the above facts, the question being one in which this Chamber is deeply interested.

(5) That copies of these resolutions be submitted to the Government of Madras, and that a substance thereof be communicated by wire, by the Chairman, to the Government of Madras, to the Director-General of Railways, and to the press.

From the Director-General of Railways, to the Secretary to the Government of India, Public Works Department, dated Simla, the 7th October 1895, No. 442-T.

The undermentioned papers are forwarded to the Secretary to the Government of India, Public Works Department, for favour of such action as may be considered necessary.

ENCLOSURES.

EXTRACT paragraph 18, from a note of inspection of the East Coast Railway by the Director-General of Railways, dated the 6th November 1894.

* * * * *

18. *Traffic.*—The general prospects of traffic on the East Coast Railway are very promising. The passenger traffic is already good and the goods traffic is fair for a newly-opened line through a country that does not know what a railway means or how to use it. The rates for third class passengers, 2 pies per mile, are, I think, suitable, as the people appear to be well off. The rates quoted for goods have, I fear, in some instances, been reduced to non-paying amounts, but it would not be desirable to interfere in this matter at present. What is required at present is that the railway should get hold of the goods as soon as the railway is firmly established; the rates can be gradually raised if it is found that they do not pay.

On the southern section between Bezwada and the Gódávari rivers, the railway suffers very much from competition by the canals, the navigation on which is said to be carried on at a loss to the Madras Government of about ¼ lakh of rupees annually. This loss is practically a subsidy to the boat-owners in competing with the railway for traffic, and when at Madras I spoke to Lord Wenlock about it, and suggested that tolls should be levied on loaded boats at the head locks in addition to the boat license fees which are now taken. This would leave the internal navigation of the canals as free as at present, but would place the railway and canal on equal terms in competing for through traffic. Lord Wenlock appeared to think my proposal not unreasonable and promised to consider it at an early date with his advisers. The East Coast Railway authorities urge that stronger measures should be taken to limit the subsidized competition by boats, but I do not think anything further than what I have suggested is justifiable, or if introduced, would be kept up permanently.

Telegram from the Chairman, Native Chamber of Commerce, Cocanada, to the Director-General of Railways, Simla, dated 28th September 1895.

This Chamber passed resolutions recommending imposition toll at one rupee per ton on loaded boats passing Ellore lock. East Coast Railway cannot work at present cheaper rates unless necessary facilities afforded by Local Government by placing restrictions on boat traffic. Trade will be diverted to Bombay unless present lower rates maintained Praying Local Government reconsider its decision.

From the Under Secretary to the Government of India, Public Works Dept., R.T., to the Joint Secretary to the Govt. of Madras, Public Works Department, Railway Branch, dated Simla, the 18th October 1895, No. 606 R.T.

I am directed to forward the papers noted on the margin, regarding a proposal for imposition of tolls on loaded boats passing the Ellore lock; and to request that, with the permission of His Excellency the Governor in Council, the Government of India may be favoured with a report on the suggestions made by the Director-General of Railways in paragraph 18 of his note of inspection of the East Coast Railway, dated 6th November 1894, an extract from which is enclosed.

Copy of Director-General of Railways, No. 442 T., dated the 7th October 1895 and of its enclosures.

From the Offg. Joint Secretary to the Government of Madras, Public Works Dept., Railway Branch, to the Secretary to the Government of India, Public Works Dept., Railway Branch, dated Madras, 4th December 1895, No. 826 R.

With reference to your letter, No. 606 R.T., dated 18th October 1895, calling for a report on the suggestions made by the Director-General of Railways with regard to the imposition of tolls on loaded boats passing through the head locks in the canal along the East Coast Railway, I am directed to state that, at a meeting held on 1st November 1895, at which His Excellency the Governor in Council and the gentlemen noted in the margin were present, the main principle was agreed to that the canals should be made feeders and not rivals to the railway. The best way of securing this is still under consideration by the Irrigation Department of this Presidency.

Colonel T. Gracey, R.E., Director-General Rys.
Hon'ble Colonel J. Pennycuick, R.E., C.S.I.
Colonel R. R. E. Drake-Brockman, R.E.
Mr. F. R. Upcott, M.Inst.C.E.
Mr. MacNab.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, the 13th April 1896, No. 2958/334.

I have the honour to request the favour of being informed whether any action has been taken on this office letter, No. 8114, dated 8th October 1895, on the subject of the imposition of tolls on canal traffic at the head locks.

Endorsement by the Consulting Engineer, No. 2/O., dated 23rd April 1896.

Copy forwarded to the Chief Engineer for Irrigation for favour of information as to when the report called for in endorsement No. 985, dated 26th March 1896, may be expected.

2. The following remarks from the inspection report of the East Coast Railway for the half-year ended 31st December 1895 are appended, with reference to his letter No. 441 M., dated 10th September 1895:—

Gódávari ferry.—The present daily goods traffic is 25 wagons of 12 tons northwards and 10 wagons of 12 tons southwards.

Two passenger barges to hold 400 people, and eight goods barges, fitted with centre rail and turn-table, to take 110 tons or four wagons with a 2′ 6″ draft of water, are ready, and the work of making temporary slips is begun, it having been decided not to make the trail groins as originally proposed.

The two steamers were being delivered at Vizagapatam and will be erected at Rajahmundry at once.

From the Chief Engineer for Irrigation, to the Consulting Engineer for Railways, dated Madras, 27th April 1896, No. 182-M.

With reference to your endorsement, No. 985, dated 26th March 1896, I have the honour to state that revised navigation rules have lately been drafted and are now under the consideration of the Honourable the Advocate-General. In these rules the question of preventing the canals becoming rivals to the railway has been taken into consideration. With this object in view the license fees have been increased and the system divided into three lines of Navigation, being defined by the Gódávari and Kistna rivers, at which points there are important railway stations. Thus the first line of navigation will be the whole of the canals in the Eastern and Central deltas of the Gódávari, north of the Vasista-Gódávari river; the second the Gódávari canals, south of the Vasista-Gódávari river, and the Kistna canals north of the Kistna river; while the third will comprise the Kistna river, the Kistna canals south of the Kistna river, and the Buckingham canal. As the through license rates are proportionately more than the rates for separate lines of navigation, it is believed that this arrangement will have the desired effect.

From the Consulting Engineer for Railways, to the Manager, East Coast Railway, dated Madras, 4th May 1896, No. 10-O.

With reference to your letter No. 2958/334, dated 13th April 1896, I have the honour to forward a copy of letter No. 182-M., dated 27th April 1896, from the Chief Engineer for Irrigation on the subject of the imposition of tolls on canal traffic at the head locks.

No. 1105, dated 23rd March 1897.

G.O., No. 162 I., dated 15th February 1897 (*Not reprinted*).

Copy forwarded to the Manager, East Coast Railway, in continuation of this office endorsement, No. 978, dated 13th March 1897.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, the 4th June 1897, No. 4539/334.

With reference to your endorsement, No. 1105, dated 23rd March 1897, on Madras Government Order, No. 162 I., dated 15th February 1897, I have the honour to forward herewith a copy of my Traffic Superintendent's letter, No. 25999-A, dated 27th—28th May, expressing his views on the revised Navigation rules.

2. It is much to be regretted that the assistance promised has not been afforded in this the latest revision of the rules for imposing special tolls on the canals.

3. Unless the six-weekly license is abolished altogether the new rules will be of no benefit to the Railway.

Enclosure.

Copy of letter from the Traffic Superintendent, East Coast Railway, to the Manager, East Coast Railway, dated 27th—28th May 1897, No. 25999-A.

Referring to the draft Navigation rules, G.O., No. 162 I. of 15th February 1897, for the canals received under cover of your No. 2371/334 of the 23rd March last, gazetted in *Fort St. George Gazette*, No. 10 of 16th March 1897, I have the honour to state that the proposed measure, undertaken with the avowed object of giving relief to the railway from the boat competition on the canals, will not, in my opinion, encompass the object in view, as it is a half-hearted measure, which only goes half way. The license-fees in the aggregate for the three lines of navigation do increase the rate of tolls, previously paid, some threefold; but such increased license-fee will not debar through navigation. Example—take a boat of 30 tons, the proposed license-fee for the three canals per year will be Rs. 300, allow ten trips per year, the fee will be Rs. 30 per trip; on a cargo of, say, 1,000 maunds per trip, it will only mean about 6 pies per maund per trip; this will not be in the nature of an embargo, when the low rates at which canal boats can take freights are considered.

II. But even this half measure is minimized by the *six-weekly* license at Rs. 1–8–0 per ton, this emasculates the whole measure of its intended object of doing away with competition. In the case of boats which take a yearly license, a boat-owner would have in some measure to be assured of freights for a given number of trips; but in a six-weekly license he has only to be a "tramp," to launch his boat for a trip, to run a cargo, and to lay her up when there is no cargo; and this keeps alive the very essence of competition by being ever ready to lower rates with no risks, for the freight for the trip pays the license and, even at starvation rates, keeps the boatmen in food; while it keeps alive the state of unrest in railway rates and prevents railway development. Our stand, I submit, should be against the six-weekly license-fee which is only another form of *toll*. The canal if kept open for navigation, in the interests of respectable boat-owners with vested interests, who own boats and can license them for the year, should be closed to boat speculators and canal tramps.

III. The proposed rules will doubtless increase the canal revenues, but this surely is not their object; the pledge to the railway is that they would stop canal competition with railway traffic. The Chief Engineer for Irrigation endorsed this pledge, and at the same time held out both hope and promise that the measure when brought into force "will have the desired effect;" see letter No. 182 of 27th April 1896 from Chief Engineer to the Consulting Engineer for Railways. The measure as drafted will not have the desired effect; it would perhaps be ungenerous to suppose that it has been drawn up in behalf of the canal revenues, but that is the only safe prediction of its outcome if it comes into operation; this railway's development will still be retarded and its operation on legitimate rates of freight be handicapped, by boats offering low rates and being constantly on the lookout for reducing rates; the rules offer a premium for such tactics by allowing every owner of a patched-up craft a license for a six weeks run. The measure can only benefit the railway by closing competition of this kind.

From the Officiating Joint Secretary, Public Works Dept., Railway Branch, to the Manager, East Coast Ry., No. 66/O., dated Ootacamund, 19th June 1897.

I beg to acknowledge the receipt of your letter, No. 4539/334 of 4th June 1897, with its enclosure. Your objections to the draft Navigation rules, though received later than the three months specified for the filing of objections (see note at the head of the notification), have been transferred to the Irrigation Department of the Government of Madras, and will in that Department doubtless receive due consideration before the rules are finally brought into force.

Should you have anything else to urge on the subject of the rules I would suggest your sending it in to me without delay.

Office-note from the Officiating Joint Secretary, Public Works Department, Railway Branch, to the Joint Secretary, Public Works Deptartment, Irrigation Branch, dated 23rd June 1897, No. 604/D.

With reference to G.C., No. 162 I., dated 15th February 1897, directing the publication of the draft Navigation rules, and notifying that objections thereto would be received and considered within three months of the date of publication, I beg to send herewith a copy of a letter from the Manager, East Coast Railway, No. 4539/334, dated the 4th June 1897, with its enclosure from the Traffic Superintendent of the same railway.

Though received so late, it is hoped that the Irrigation Joint Secretary will have no objection to taking the Manager's representation into full consideration before the draft rules are finally approved and brought into force.

Telegram from the Consulting Engineer for Railways, to the Manager, East Coast Railway, dated Ootacamund, 27th September 1897, No. 87/C.

Wire me your opinion about probable beneficial effect to railway from the imposition of toll two annas per registered ton, in addition to present periodical license-fee, on all boats using Bezwada-Kovur canal, and same on all boats using Dowlaishwaram-Cocanada canals. This is believed to be equivalent to eight annas per actual ton of cargo carried between Bezwada and Cocanada.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 15th September 1897, No. 7332.

In continuation of my No. 7305, dated 13th September 1897, I have the honour to forward herewith a note by the Traffic Superintendent of this railway.

2. At the time the selection of the present alignment of the East Coast Railway between Bezwada and the Gódávari was under decision, Major Constable was Under Secretary in the Railway Branch at Madras, and I am to say, that it is within his knowledge that the line was located close to the canals, and was not allowed to take a shorter route for the very reasons quoted by the Traffic Superintendent; that while the East Coast Administration has no wish to impoverish private traders or ruin boatmen, he is nevertheless of opinion that, as has been found the case elsewhere in India, the proper duty of the canals is to provide irrigation and that the railway should, and under probably any circumstances will, succeed in being the vehicle for the carriage of the produce to and from and within the delta; that he therefore hopes that the Madras Government will adhere to the policy enunciated in October 1890, which resulted in the present devious location of the East Coast Railway; and that in imperial interests it will probably be found expedient and advantageous to the Presidency for this line of policy to be adhered to, even were it to result in the boatmen displaced by the railway service being assisted by the State.

Enclosure.

Note by the Officiating Traffic Superintendent, East Coast Railway, dated 13th September 1897.

I. The following figures from 1896, based on the railway statistics, are illustrative only as showing the disastrous effects of the competition by boats, which the railway has contended against; they do not purport to give, in any appreciable degree, the loss in earnings which the railway has continued to sustain; to approximate such losses the entire imports by boats not only into Cocanada, but also to intermediate stations and *vice versâ*, would require to be known; and such information is not available. The railway may reasonably claim to have carried all such goods, being fairly equipped in stock and power to do so:—

Particulars.	Quantity.	Earnings at one-tenth pie amount.	Amount at average rate carried by other railways.	Loss on quantity carried compared with rates of other railways.	Remarks.
	MAUNDS.	RS.		RS.	
From Bezwada to Cocanada port..	285,394	19,394	1,926,318 maunds at As. 3–10 per maund at $\frac{1}{4}$ pie per maund per mile = Rupees 4,61,513.	3,21,680	Quantity carried by boats not known, but is a considerable multiple of goods carried by rail. Boat rate from $\frac{1}{12}$ to any fraction of a pie. Hired boats take cargoes at a rate to keep them afloat, while merchants who are boat-owners use their own boats.
From Cocanada port to Bezwada	261,809	23,132			
From and *viâ* Nizam's Guaranteed State Railway to Cocanada port.	667,855	46,519			
To and *viâ* Nizam's Guaranteed State Railway from Cocanada port.	186,408	14,523			
From and *viâ* Southern Mahratta Railway to Cocanada port.	340,221	23,419			
To and *viâ* Southern Mahratta Railway from Cocanada port.	184,631	12,846			
Total ..	1,926,318	1,39,833			

N.B.—Since April of this year (1897) we have ventured to advance the rates to one-eighth and one-sixth and our success depends on the action the Madras Government may take about the canals.

II. It appears to me that the matter was thoroughly considered by the Government of Madras when advocating the present alignment for the railway as per extract below from a letter of the Government of Madras, No. 4211-C. of 16th October 1890, to the Secretary to the Government of India.

(*a*) "The Government of Madras feel very strongly that the alignment set out by the Engineer-in-Chief, East Coast Railway, between Ellore, Rajahmundry and Samalkot will not properly serve the traffic of the rich and populous irrigated lands of the Gódávari delta, and they consider that the interests of local traffic have been unduly neglected in favour of obtaining a short and direct through route."

(*b*) "The main purpose for which the delta canals were constructed was irrigation which yields large returns. Navigation was, and is, a subsidiary matter, but the demands of navigation and the necessity which exists of keeping the water in the canals at high level, for navigation purposes, seriously interferes with the development of irrigation which might otherwise be

possible. It is therefore to the interest of the irrigation revenue that the canals should be relieved as quickly and thoroughly as possible of the great bulk of the traffic on them, by its transfer to the railway, and this can easily be effected by making a series of stations on the banks of the two main canals. Moreover, if the railway is to act as a protective work in times of famine, by transporting the grain of the Gódávari delta to all parts of the Presidency, such an arrangement is absolutely necessary."

III. It may be that the Madras Government has waited these several years to watch the effects of competition before deciding on measures. But now after our several representations, when it sees that not only are the canals used for local competition, but also used to filch away a portion of rail-borne traffic from the Southern Mahratta and Nizam's State and connected railways to Bezwada, it is time to give this policy befitting executive action. The past years of competition have resulted in heavy losses to Imperial revenues on railway earnings. It has steadily deprived agriculture of what Sir Arthur Cotton called the "liquid gold" the canals were to convey to the fields, while the same precious liquid has been made to float craft of non-descript kinds, in greedy competition with the settled railway policy of developing trade and opening up the country on an alignment which the Madras Government especially invited the railway to take up to substitute the canal navigation. The history of railways in India, especially, is that in replacing boats and carts they extend trade operations. The East Coast Railway would have fulfilled its mission long ere this but for this handicapping in favour of boat-owners.

IV. The draft rules now proposed do not appreciably affect the question. It is not a case of modification of old rules but, I submit, the inauguration of a new policy. The canals for irrigation,—the railway for traffic; the canals for the cultivators,—the railway for the traders. The above are the catch words of the policy the Madras Government foreshadowed in their letter quoted. Enhancement of license-fees will lead to irritation of the boat-owners, not to stoppage of competition, while, I humbly submit, that the pronouncement of a settled policy will cause the new order of things to be accepted. The traders' interests are sufficiently safe-guarded by the Government of India in the maxima rates over which a railway cannot go, and therefore it is not to the tender mercies of an irresponsible monopolist that the traders will be consigned, but to a reliable carrier at equitable rates.

V. What is required is an order, which will stop all passage for loaded boats from one canal to another; and which within canals parallel to the railway will prevent boats taking cargoes from one railway station to another railway station.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 3rd October 1897, No. 7822.

In continuation of my telegram No. M.-100, dated 29th September 1897, and in reply to your No. 87-C. of the 28th idem, I have the honour to forward a further note by the Traffic Superintendent on the subject of canal and East Coast Railway competition.

2. So far as my limited experience of the subject goes, I am of opinion that the views of the Traffic Superintendent are sound, and that no sensible relief will be afforded to the traffic of the East Coast Railway, until the actual cost of carriage by the competing canals is at least raised to the rate at which the East Coast Railway should carry goods at a profit, and I think that, with the short lead the East Coast Railway possesses, the rate of 1/6th pie per maund per mile is not too high to assume for this purpose.

3. I would also remark that, had I been in charge of this railway when the competition began, I think I should have hesitated to adopt the non-paying rates sanctioned for this competitive traffic, but I would rather have urged in imperial interests the right of this railway to a fair charge for the carriage of the produce of the country and the carrying out of the declared policy of the Madras Government at the time of locating the line near the canals; and I respectfully think, in view of the importance of the subject, that it would be right, unless the Madras Government is able so to regulate the tolls as to give the East Coast Railway a chance of carrying the traffic at remunerative rates, that the matter should be referred to the Government of India.

ENCLOSURES.

Further note by the Officiating Traffic Superintendent, East Coast Railway, on the incidence of tolls on canal competition, dated 1st October 1897.

I. Read telegram No. 87-C., dated 27th September 1897, from the Consulting Engineer, Madras, to the Manager, East Coast Railway. The telegram is not very clear on the point as to (1) whether the addition proposed of 2 annas per ton is to be on the periodical license-fee

as paid in advance; or (2) on every boat on every trip made with cargo when passing the head lock or outlet of the Bezwada-Kovur canal and again the head lock or outlet of the Dowlaishweram-Cocanada canal, and *vice versâ*. I am not aware of the data on which the Consulting Engineer is led to believe that the ratio of registered tonnage to load is as 4 to 1 or perhaps 2 to 1, but from actuals, I find that the proportion is more closely as 1 to ·75.

II. If the proposal is as (1) above, viz., on the basis of 1 to ·75, as in exhibit in telegrams appended (*a*) and (*b*), a boat of, say, 25 tons register will carry, say, 500 maunds; the yearly license at Rs. 2–8–0 per ton would amount to Rs. 62–8–0; add 2 annas per ton=Rs. 3–2–0, total Rs. 65–10–0. She would make on the average twelve trips per year, her proportion of monthly license-fee, *plus* toll, would be Rs. 5–7–6, which would be a charge of 2 pies per maund per trip. On the 139 miles between Bezwada and Cocanada port, the incidence of the license-fee would be about 1/70th of a pie per maund per mile. This is too infinitesimal to be considered.

III. If, on the other hand, the proposal is to charge as per (2), viz., the toll 2 annas at each of the head locks or outlets of the two canals, then the figures work out as follows:—License Rs. 5–3–6 per trip, add 2 annas per ton for each canal=4 annas; on 25 tons=Rs. 6–4–0, total Rs. 11–7–6 per trip, which on 500 maunds gives 4·4 pies per maund, and on the distance of 139 miles, Bezwada to Cocanada, would come to about 1/30th of a pie per maund per mile. I do not think this rate will have any material bearing on the competition.

IV. The above illustrations are based on yearly licenses. The six-weekly license at 8 annas per ton places a boat on about equal terms with the yearly license-holders, for two or more trips are arranged during the time when a boat takes a six-monthly license. This form of license is highly objectionable, as it fosters competition by petty boat-owners.

V. It will be seen therefore that, with the boats plying at a maximum of 1/12th pie freight per maund per mile, to allow the railway to have a fair chance (at a rate, say of 1/6th) the license *plus* tolls must average 1/12th pie per maund per mile, so that in order to earn 1/12th pie, the boats will have to charge freight at 1/6th pie, on par with the railway To arrive at this, the tolls under paragraph III of this note will have to be raised from the proposed 2 annas to 8 annas at each head lock or outlet; the figures working out thus: Rs. 11–7–6 inclusive of a toll of 2 annas per each head lock or outlet gives about 1/30th of a pie (as per paragraph III), 1/12th is 2½ times 1/30th, therefore Rs. 28–10–9 is the required amount. Deduct the license-fee Rs. 5–3–6, the balance Rs. 23–7–3 is the difference required to raise the incidence of toll to 1/12th which amount on 25 tons gives in round numbers Re. 1 per ton for both head locks or outlets, or 8 annas per ton for each head lock or outlet. This is the identical rate of toll urged by the Director-General of Railways in his visit to Madras in 1895; and it will be seen by the very careful figures now worked out, based on actual facts ascertained, how correctly the Director-General gauged the relief which the situation demanded.

Extract from letter from the Manager, East Coast Railway, to the Consulting Engineer for Railways, Madras, dated 5th March 1895—

I would urge that, instead of this, the alteration in the Navigation rules be made on the lines proposed by the Director-General of Railways during his late visit to Madras, which His Excellency the Governor of Madras promised to consider, viz., to leave the license and tolls as they are, but to put on a toll of 8 annas a ton on the head locks or outlets of the competing canals. This would have the effect of encouraging feeder canals and discouraging the competition.

6. This toll on the boats of 8 annas per ton on each head lock or outlet will only place the railway on even terms on a 1/6th pie rate, but I submit that our case deserves a more liberal consideration. The canals should be, as I submitted before, closed for through traffic, and within each canal no traffic by boats should be moved from one railway station to another. If, however, the Madras Government is not prepared to take this stand, then no measure which stops short of the relief of raising the incidence of fees and tolls to 1/12th of a pie per maund will be of any material assistance to the railway. The Government must, in such case, be prepared to face the yearly loss of revenue which the railway must suffer, while the best interests of the trade, which lie in its general expansion, are narrowed to the gains of a cheap transport by canal. The license-fees now recovered by the canal department, however large in the aggregate, presumably would not pay the interest on the capital cost of the canals if the interest depended wholly on such fees. If this be so, it will be seen that the boat-owners run a water-track on terms which give them exceptional advantages over a rail-track, every mile of which must pay a covering interest on over a lakh of outlay, or must cause a proportional loss to Imperial revenue.

(*a*) COPY of telegram, dated 28th September 1897, from the Goods Supervisor, Cocanada Port, to the Traffic Superintendent, East Coast Railway.

B.-27. Your No. 215 R. Largest boat numbered 3,562, licensed 39 ton, carries 400 bags or 800 maunds.

(*b*) COPY of telegram, dated 28th September 1897, from the Stationmaster, Ellore, to the Traffic Superintendent, East Coast Railway.

No. 1. Your 215 W. of date. Boat No. 390, Masulipatam, registered 26 tons, can carry 500 maunds.

CHIEF ENGINEER
FOR IRRIGATION.
15 NOV. 1897
No 253

1

No. 258.

Supplementary Note by the

Chief Engineer for Irrigation.

The note dated 2nd October 1897 and the file accompanying it were sent to the Consulting Engineer for Railways in order that he might be in a position to complete the case to be laid before Government by stat-ing it from the Railway point of view. This view is of course essen-tially different from that of the Irrigation Officer who looks on the system of navigation as so intimate-ly connected with irrigation that the growth of revenue from the latter and of the general revenue which so largely depends on the prosperity of the people cannot fail to be adverse-ly affected by anything which im-pairs facilities for traffic. In assessing the land revenue regard must be had to the state of communi-cations and the cost of using them and the deliberate destruction of a

great

great part of the traffic system which has been strenuously built up during the last 40 years, or the forced use of the railway at a largely enhanced cost and possibly at much inconvenience would be an injustice against which the people of the Coast Districts have a right to look to the Madras Government for protection.

2. The assertion that the producer pays as much for boat carriage, owing to the evil practices of the boatmen, as he would pay to the Railway with rates at 4½ pies per ton-mile is not supported by any definite facts. It may be the case, but if so, it is probably due to the greater convenience of carrying goods without breaking bulk that the boats can keep the traffic for short distances. Without such convenience canals have not the smallest chance of competing with railways unless they charge very much lower rates. There are no canals better equipped than the French, yet on the 2000 odd miles where competition exists they can keep a share of the traffic only by charging much lower rates. In America about one half of the canals (nearly 5000 miles in length), constructed by the State, have had to be abandoned.

3. The great difficulties under which navigation in the Deltas and on the Buckingham Canal has to be carried on cannot be left out of consideration. The Delta canals are altogether closed for 1½ to 2½ months every year and at other times, between January and March, there is often insufficient water in the branch canals while there is often a difficulty in crossing the Kistna and Godaveri during the season of floods. The Buckingham Canal is open all the year but the passage of rivers is impossible while they are in flood and at times parts of the canal get so shallowed as to impede navigation. When all these things are taken account of I think it will probably prove

when railways are made alongside roads, tolls are not imposed on the road traffic in order to drive it to the railway. Traffic is left to ad--just itself slowly and so it will be in the Deltas and Buckingham canal if Government adheres to the policy hitherto pursued and charges just enough for the use of the canals to cover expenses. With every ad--vantage toll-free canals have failed in other countries to com--pete with railways except for low-class traffic and the same result may be expected in a greater degree here where the navigation is so difficult. The railway, as long as rates are kept fairly low, should get all the long distance traffic in salt, sugar, tobacco, oil-seeds, pressed cotton and other valuable goods. The traffic in food-grains will be divided while timber and bamboos will as heretofore be floated down the canals.

26 Nov. 1897

W. Hughes
Offg. S. to Govt.

Mh

Revised Navigation Rules

E.I. Fo[illegible] No. 4—200—9-4-97.

PUBLIC WORKS DEPARTMENT,

IRRIGATION BRANCH,

His Excellency the Governor. ✓

The Hon'ble Sir Henry Bliss K.C.I.E. ✓ READ the following:—

" " Mr: Grose C.I.E. ✓

Note by the Chief Engineer for Irrigation No: 257 I, dated 2-10-97.

Note by the Consulting Engineer for Railways, No: 3381/A, dated 1st Novr: 1897.

Note by the Chief Engineer for Irrigation, No: 258 I, dated, 19th November 1897.

FOR ORDERS.

W. Hughes.

Joint Secretary to Government,
Public Works Department,
Irrigation Branch.

It is proposed to increase the charges on Canal traffic with two objects, (1) to increase the receipts from canal traffic in such a degree as to cover the cost of maintenance, and (2) to drive traffic off the Road Canal on to the Railway.

Mr. Hughes has, I consider, stated the case admirably. He states that it is the policy of all civilized ports, that of Madras included, to treat navigable canals as roads. That policy is the right one and must be maintained. To raise the Canal charges so as to secure a revenue in excess of the expenses necessary for the maintenance and ordinary repairs of the fixtures

prove that the Railway can charge $4\frac{1}{2}$ pies a ton-mile for through traffic and yet get its fair share of traffic even if canal charges are not raised. It will pay merchants to send by rail goods which will bear heavy charges, at a cost of $4\frac{1}{2}$ pies a ton-mile rather than get them carried by boat for 3 pies. The tolls which I have proposed will in my opinion have the effect of sending all the high class through traffic to the Railway. I should however state that I have most un-willingly recommended the imposi-tion of tolls and have only done so in order to carry out what I take to be an order of Government when the Secretaries for Railways and Irrigation were directed to state that it was agreed to as a main principle that the canals should be made feeders and not rivals to the Railway. There is nothing on record to show how far it was intended to go in carrying out this principle but it may no doubt be assumed that no measures were contemplated which would make the railway other than a benefit to the people. The interpret-ation which I have put upon the order, namely that it was not intend-ed that the enhancement of charges should be so great as to restrict local traffic or interfere with through traffic the trade in which depends on low charges will I trust be considered correct and the tolls which I have proposed sufficient to make the terms on which the railway and canals compete equitable to both. Importance cannot be attached to the resolutions of the Native Chamber of Commerce quoted by the Consulting Engineer. The free and matured opi-nion of the Chamber is given in their letter of 1st August 1897-No: 76 in file.

4. It may be admitted that even treating the canals as roads Government may expect the revenue to cover the cost of maintenance but when

and with the object of driving traffic
from the Canals to the Railways, would
be a course which cannot be defended.
It would be unjust to the public generally
and to those who make their living
by canal traffic in particular. I believe it would be
short-sighted, inasmuch as it would tend
to decrease the facilities and consequently
the volume of commerce, and inasmuch
as it would probably kill struggling
industries. I am strongly opposed to,
and should resist any such measures.
I have read with astonishment the
selfish and cynical proposals of those
who urge the protection of the Railway.

I would not object to make a revision
of the Canal rates we would lead to receipts
note in excess of the cost of maintenance.
But, I should be inclined to leave this to
natural development of traffic, - if there
is any reasonable prospect of a balance
being established in this way.

A.S.H
13.1.98

The increase of annual and 6-weekly
license rates proposed in para 11 of
my note would possibly choke the
deficit, if the interest on Construction
be excluded from the maintenance
charges, and the imposition of tolls
could be unnecessary. Tolls were
proposed only because it was thought
there was little option - see para 3 of my
Supplementary note - the Govt. however
have never committed itself by any formal
act to handicap the canal traffic
15.1.98 but I would

Korar Lock at the
end of the Cocanada Canal
is the proposed Toll Station.

The Govt. properly should, I take it, be
worked with the object of obtaining the
greatest possible advantage to the public.

20 Nov. 1897 Chief Engineer Mh

I would not refuse to accept the proposed
increase of license rates, if it be found
necessary to impose them. But, I
would rather leave things as they are.

A.S.H
17.1.98

The idea of the draft rules, in dividing
the navigation lines into 3 blocks for
which separate licenses should be issued
was that, while local traffic on the canals
could be little affected, through traffic
competing with the railway would be impeded
& the railway thus get a chance of earning
interest on the cost of its construction. The
propriety of charging tolls with the same object
was, I think, considered & was decided
against on account of the strong opposition
expressed (principally, if I remember right,
by Col. Penny only) to the levying of tolls, on
account of the attendant risks of peculation
& corruption. The Railway professors
say that the schemes of the new rules will
work - I should have thought it would,
but if not let it be dropped - I am not
particularly enamoured of it. The toll
scheme remains. I think it should be
adopted, though I don't quite understand
how a toll is to be levied at Korar, which
seems to be on the Godavari, above the
anicut. The result will apparently be
that the navigation of the canals will
mainly pay its cost. This is no more than
right. The Railway also will be helped.
This also I think right, for I can't see
why the State should allow the management
of one part of its property to be

as to injure the prosperity of either part of its property. I therefore approve the scale of licenses & rates suggested in Mr. Hughes' tabular statement

Kbs
20/1/98

FOR ORDERS.

JG
26/1/98

I do not think the Govt. should regulate the working entirely on purely commercial principles.

A.S.H.

No.

Government of Madras.

DEPARTMENT.

MEMORANDUM.

Dated Madras, 7 Feb 1898

My dear Hughes,

I have read yr Note & Sprngs on the Draft Godavari Navigation Rules. I have not had time to read much of the Railway Revs. I most fully agree with you all along the line, & think you have stated the case exceedingly well. The whole thing has arisen from the initial mistake made some 30 years ago, of separating navigation receipts & expenditure from irrigation ditto. The two are so intimately bound up together, the navigation is so necessary to the irrigation, & has been one of the causes of its rapid development, by giving facilities for the export of surplus produce, that all expenditure should have been shown under irrigation, & no attempt should ever have been made to make the navigation receipts (mn licence fees etc) to cover so-called navigation expenditure. As you point it has never since the Commencement been possible to make an accurate separation of the expenditure on navigation & irrigation

This requires that the debit & navigation auth. a great & true arbitrary, but I think it has a good moral effect to keep a debit & credit account of affairs & thereby being made as correct as circumstances allow, in spite of [illegible] payments by boat owners give them a claim to have all taxes paid to them [illegible]

P. W. 41
1,000—14-7-97

32 Reld 14/98

Government of Madras.

DEPARTMENT.

MEMORANDUM.

Dated Madras, 189

and to do it by years, & always recognised that it has more rules of a solemn kind. And it is more than time that expenditure has frequently been charged to navigation which should really grow under the present systems. Lately been charged to irrigation in which case navigation would have been a so called profit years ago. But in my opinion it should never have been asked to, this, expenditure, to balance opinion also.

With regard to the Railway statement of the case, I never read anything so hopeless & so opposed to all sound economical principles! They want the fees raised where canals compete with the railway, & lowered where they feed the railway, solely for their own benefit! I cannot understand any sensible & intelligent man arguing, at this time of day, in favour of bolstering up one system of carriage by artificial raising of the rates in another. Surely it should not be necessary to demonstrate that cheap carriage is the essence of cheap trade therefore of voluminous trade & so increases the prosperity of the country, & therefore of the taxpayer, in a far sounder & more beneficial way than by robbing Peter to pay Paul.

No good ever came out of doing wrong, & it would in my opinion be a most unwise, uncalled act to increase the cost of traffic on the Delta Canals by a single pie, for the sole object of raising the receipts of the railway. If you think the canal happens can stand it, by all means raise the licence fees all round, & put down the rates, but Don't do it for the sake of the railway. The latter must stand or fall by legitimate means, not by the transference of all sound economical principles.

Yours sincerely

W Bellenden

P. W. 41²
1,000—14-7-97

Canal and Railway Competition

To. Joint Secretary. Irrigation.

I have read all that has been written since the date of my printed Note. 1-11-97, including H.E.'s Hon. Members', Mr. H[illegible]'s and Mr. de Winton's remarks. and I wish to add a further, and this time a brief, Note.

I do not think that I have made it sufficiently clear that I do not propose in any way to interfere with traffic originating in or terminating in the two Deltas. What was in my mind was to prevent boats from entering into competition with the railway for through traffic between Cocanada and Bezwada. Except as far as concerns the direct Bezwada Cocanada Canal ports I had it in my mind not to interfere at all, on railway behalf, with the Canal tolls or licences.

It is not for me to say in detail how the tolls on such through traffic may be imposed without risk of local traffic being caught in the net. I was under the impression that it could not be impossible to arrange for this. but doubtless the [illegible]

My proposals would leave what I believe to be (Mr Hughes can correct me if I am wrong) the great bulk of the boat carrying trade quite unaffected. I mean always supposing the Irrigation Dept can so arrange as to tow the competing traffic without touching the local traffic.

I fear that I did not make this clear enough in my previous note.

It is not as if there were two rival carrying agencies. Both belong to the one owner, and I take it that as long as that owner enters into the carrying business at all, with a view to gain (direct and indirect gain) he is not acting unfairly to his customers if he causes freight to exact just on both routes so much as the customers can afford to pay. viz $\frac{1}{6}$th=Jd per mound per mile, more or less.

But I am not suggesting that on the part of the network of canals he should raise his tolls. Indeed I do not see why tolls should not be raised only on the irrigation section of the canal network, and raised on that section sufficiently to pay for the cost of maintaining that for navigation the rest of the network. But as I say I do not know enough of the details of canal working to [illegible] judge whether in practice this [illegible]. I only throw out the suggestion.

J.H.S. 9/2/18

Revised Navigation Rules.
The Hon'ble Sir H. Bliss K.C.I.E.
Hon'ble Mr. Prose

FOR ORDERS.

To H.E. the Governor.

With reference to the remarks of the Hon. Members regarding the charges for the use of the Canals I wish to point out that I think my position in regard to the question of tolls on the lines parallel to the railway, in addition to license fees, has been somewhat misunderstood. The imposition of tolls is scarcely consistent with the principles which I have advocated and although I proposed them it was under a sort of protest and with a view to minimise the ill-effect ~~of a~~ and hardship of which I thought the Government in some sort committed. I have advocated the restriction of revenue to the amount required to cover expenditure and stated that I hope the increase of license fees would give the sum required. I have also said that I do not expect the ~~licence fee~~ tolls will cause an increase of revenue because their imposition will be accompanied by a restriction of traffic.

2. The note written yesterday by Mr. Spring and which I have attached to the file he states

I should be obliged if Hon. Members if they would consider the additional Note which have been written on this question, since they expressed the opinions set forth in their Note dated 20.1.98 and 26.1.98. Mr. Hughes seems to me to have conclusively strengthened the arguments against the imposition of tolls.

H.S.H. 11.2.98

I remain of the same opinion as before.

BJ
14/2/98

I think the proposed tolls will do no harm & should be imposed. If they stop traffic & cause no increase of revenue, the matter may be reconsidered

JG
15/2/98

E.I. Form No. 4—200—9-4-97.

Public Works Department,

Irrigation Branch,

Read the following:—

FOR ORDERS.

Trial of Strength until the Godavari Bridge is completed - In part 2 one of the letters from the Railway Company it is stated that the object of asking to have both parts as was to enable the Railway to pay for the Godavari Ferry and that tolls would not be required when the bridge was built - There is a great deal of uncertainty regarding the lowest rates at which the boats can work and it has also to be considered that other things being equal it will always be to the advantage of traders to pay considerably more for carriage by rail. Expedition, cleanliness, responsibility have a value - The Hon. Mr. Rose I think proposed the best way to deal with the question when he remarked on one of the papers in the early part of the discussion "Raise the rates sufficiently to cover expenses and let them fight it out" -

4. With regard to the question of

FOR ODRERS.

Seems to me that through traffic is that which goes through, & local traffic is that which does not go through - Where is the difficulty of distinguishing between the two?

BS

he wishes to impose restrictive rates only on the through traffic between Bezwada and Coconada and the rates he wishes imposed are such that as to bring the charges to 2¼ pies per ton-mile He admits that he cannot say how the through traffic can be distinguished from local traffic In any part I cannot imagine how the through traffic is to be separated - The same boats are employed in local and through traffic and if any distance traffic must be taxed specially this would involve a most vexatious inquisition at half the locks and lead to all sorts of tyranny and corrupt practices. We do not now allow the Lock keepers - except at special places - even to ask to see the licenses.

3. He sides that the Railway Cannot compete profitably with the Canals is in my opinion based on very imperfect information. The Ellore Canals returns quoted in para 10 of my note rather indicate a tendency to send all the more valuable goods by rail - The Railway took almost at once practically the whole of the salt, cotton and oil seed traffic which used to go by the Ellore l. There will be no fair

E.I. Form No. 4—200—9-4-97.

PUBLIC WORKS DEPARTMENT,

IRRIGATION BRANCH,

READ the following:—

Navigation Rules

FOR ORDERS.

I beg that your Excellency will give me general instructions regarding the orders to be issued in connexion with the Navigation Rules.

2. It will be seen from the remarks of the Hon. Members, made dates 14 & 15 Feb, in my note of 9 Feb. that they state approve of the levy of tolls in addition to the enhancement of licence fees. If tolls are to be levied should they be done at once (on the re-opening of the Canals) at the River and Samalcotta Locks near Coconada. The Railway is still unable to take loaded waggons, except those carrying Railway material, across the river.

It would be inadvisable to impose a toll at Rampeen Lock (the junction of the Kistna and Buckingham Canal Systems) until the Scarcity is relieved or the Railway ready to [illegible]

H E Thesiger

The State possesses a railway & Canals. The Railway people want it to introduce regulations which will to a great extent stop the application and force it as to way. So far as these regulations increased the cost carriage, they would diminish volume of trade. This would not be in accordance public policy. A private merchant owning both systems having no object but to fill pocket might act in this way; Govt., having the general interests of the Country & its revenue in view cannot. Hence grounds of the railway people, extreme form, are

as regards Tolls, I thought Govt would do no harm was so, & they could help way to some extent I they could be improved. this consideration, however, going through the papers I am convinced that Waterman Sagwood a do would do harm office. I think, therefore, given on the Railway ready to [illegible]

to navigation. I am anxious to see it stated plainly in a Govt order that interest is not to be charged for the other charges though they are purely in part measure arbitrary. I would rather allow them to stand unquestioned than raise again any discussion about them.

5. I have not attempted to discuss the general question on which the Hon. members differ from your Excellency, whether it is allowable to treat the Canals as a property which can be worked for profit. I consider them as for as they are navigation Canals as adjuncts to the Irrigation System and that the use of them should be given on the easiest terms. If it were not that there are many large classes on the Godavari who are not strictly interested in land it might even be considered whether Sir Charles Thesiger's plan of giving the use of the Canals free would not be the best - As I have pointed out already the navigation tolls have been paid for over and over again by the large extensions of irrigation and general prosperity which they have made possible.

W H

2.98

FOR ORDERS.

But they should not interest be charged? Because Railways can divide even though the property of the State, i.e., of the community, why not canals as well?

HS

H E 10/2

the place of the Canal in Cruz
egging praise from the Kistna.

. The scale of license fees
proposed by me (p. 29 of note
flagged B) has not been
objected to. It shows an increase
of 200 per cent on licenses
for steamers. This is in accordance
with the recommendations of the
Committee of 1894. The rates
for annual licenses for Open
Cargo boats and 1st Cl. Passenger
boats are increased 20 per
Cent, for 2nd Class Passenger
boats 33⅓ per cent, decked
Cargo boats 60 per Cent. The
6-months license rates are
made roughly one-fifth of the
Annual rates. This involves
increases ranging from 20 to 150
per cent the max^m being in
the case of 1st Cl. Pass boats
which now pay only $\frac{1}{10}^{th}$ while
other classes of vessels are charged
nearly $\frac{1}{5}^{th}$ of the annual rate.
The rates for rafts of timber and
bamboos are doubled. Several
these rates are as much as the
traffic will stand. There is water
sufficient for navigation on the
Godavery Canals for nearly three weeks
irrigation season but in the
Kistna there is no certainty of
water for more than 7 months
and the probable profit for same

they did not be improved. The
circumstances makes it obviously
inadvisable to impose a toll
at the Kistna Locks at
present.

It seems however right
that the Canals shd pay for
their maintenance, & be
certain that the license fees
can be raised without stopping
traffic, so they shd be raised
as proposed by the C C for the
hire first note.

JG
27/3/98

Yes
JG

Maintenance
only shd be paid for
JG

than eight. In all three systems
there are frequent difficulties
and causes of delay.

4. I understand that my
proposal as to the scope of the rules
viz that charges should be made
for navigation of artificial canals
alone should be made and no
charges made for use of natural
waters unless where wharves are
provided and in that case wharf
charges only, has been accepted
by Govt.

5. What rules, if any, are to be issued
on the question of principle
whether the canals are to be
treated as roads and revenue
limited to cost of maintenance
or similarly to the railways
and sufficient profit raised
to cover interest on capital?

10.3.98 W.H.

Note by the Chief Engineer for Irrigation
No. 134 I dated 13.4.1898.

I have read this excellent Note with the greatest interest and satisfaction

A.E. H(avelock)
14.4.1898

Seen
H B(liss)
15 4.1898

J. G(rose).
15.4.1898

(G.O. No. 319 I dated 18th April 1898).

FOR ODRERS.

Letter from Chairman Chamber of Commerce, Madras (H.E.NO. ...

Do Do Do Do Cocanada (H-E.no:...dated 7-8-97).

Letter from the President District Board, Godaveri (H.E.No:937, dated 19th June 1897).

Letter ffom the Chairman Native Chamber of Commerce, Cocanada, (H.E.No: ... dated 1st August 1897).

Note by the Chief Engineer for Irrigation (H.E.No: 134 I, dated 13.4-98).

N- 319/18.4.98

The Government after consider-

-ing all the objections urged agai

the draft rules and notification p

-lished with G.O.No: 162 I, dated 1

February 1897, resolves to accept the

amendments proposed by the Chief

Engineer for Irrigation. The amended

rules

To

The Chief Engr for Dr
Exr Ward.
Supg Engr I
Do. II
Do. III
Do. V
Consg Engr for
Advocate Genl.
Medl. Dept
Leg: Dept
Asst Commissioner
Asst, Govt Prison
Roll Keeper
The Ch: of Commerce, Madras.
" " Cocanada.
" Harbour Engr C, Cocanada