Public Works (1899) Department.

G.O., No. 891 9

√

DATED 19th 1899.

[Despatch Abstract.]

Rent. Approving the recommendation of the Chief Engr for Irrigation that the — for cargo boats on the Kurnool-Cuddapah canal be fixed at Rs 2 per Rem

V

[P. W. 2 2,000—28-4-99.]

Indexed. 21/10

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works (1899) Department.

CURRENT No. 8345

From The Chief Engineer for Sind

Order

No. 186 J.

Dated 18. 9. 99

Received } 11-10-99

Registered }

Enclosures Plans - nil Total
others - 5 5

Spare copies.

SUBJECT.

Rents of Cargo boats on the Khanpur - Addapah Canal - Recommending the proposal of the Supdg Engineer to fix the — at Rs 24 per diem.

S/

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

N/E

PUBLIC WORKS DEPARTMENT.

IRRIGATION BRANCH.

N/7

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Rents of Cargo boats on the Kurnool Cuddapah Canal

UNDER date the

READ the following

G. O. No. 253. I. dy 4th April 1887.
G.O. No. 790. I. dy 15th Sept. 1893.
Office-note from the Examiner of P.W. Accounts, No 698 A/A dy 5th June/99
To the Supg: Engineer 3rd Circle - No. III/15 KC dy 5th July 1899.
From the ——— do ——— No 2720. I. dy 25th July 1899.
W 185 dy 18-9-99

Note by the Chief Engineer for Irrigation.

In G.O. No. 790. I. dated 15th Sep. 1893 the marginally-noted scale of rents for cargo boats on the Kurnool-Cuddapah canal was approved, ~~for general guidance of the Executive Engineer~~. The Supg: Engineer, 3rd Circle, states that the practice on the canal is to charge the lessee of a cargo boat not more than the maximum rent for a month when the boat is hired by him for less than a month on daily rates, and the Examiner of P.W.

	Daily rate Rs	monthly rate Rs
Boats drawing 3 ft	2	45.
— do — 2 feet 1½	—	35.

Issue
7.10.99 WH
I

USD
7.10.99

4th April 1887, No. 253 I., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

Read—the following papers :—

From the Superintending Engineer, I Circle, dated 10th Jan. 1887, No. 2426 G.D.
Office note to the Examiner, Public Works Accounts, dated 27th Jan. 1887, No. 7.
Do. from do. do. „ 3rd Feb. „ „ 725.
Memorandum to the Superintending Engineer, I Circle, dated 8th Feb. 1887, No. 9 G.D.

From G. T. WALCH, Esq., Superintending Engineer, I Circle, to the Chief Engineer for Irrigation, dated Dowlaishweram, 10th March 1887, No. 2856 G.D.

With reference to your No. 1/9 G.D., dated 8th February 1887, I have the honor to append a table showing the rates which I propose should be charged for hire of the staff boats of this department when hired by any one not a member of this department.

2. I consider that the common custom of applying to this department for the use of its boats by others than the members of this department requires some repression, and I am sure that (*a*) the extra liability to injury to the boats, and (*b*) the trouble given to the Boat office about attention to the requests for boats, and the submission of bills, and collection of rents when the boats are hired by private parties, warrant an extra charge.

Enclosure.

First Circle, Godávari District.

Table showing rents proposed to be charged for use of departmental staff boats.

Class of Boat.	Rents paid by Public Works Department Officers.	Rents proposed for others than Public Works Department Officers.		Remarks.
		Per mensem.	By the day when hired for less than a month.	
		Rs.	Rs. A. P.	
Special No. 11 ...	Rs. 30 by officer „ 6 by office contingencies. 36	45	2 0 0	In the case of *daily* rent, the amount in *any one calendar month* not to exceed the total rate per mensem.
First class	24	35	1 8 0	
Second class	16	25	1 0 0	

(Signed) G. T. WALCH,
Superintending Engineer, I Circle.

etc. accounts suggests that this practice which was authorized in the case of Godavari staff boats in G.O. No. 253. I, dated 4th April 1887, may be made applicable to the cargo boats of the Kurnool-Cuddapah canal. The Examiner's suggestion may be approved.

2. The Examiner also suggests that the rent of Re:1 per diem at present charged for the cargo boats of the Kurnool-Cuddapah canal when employed on Government works may be authorized, if approved, but the Supg: Engineer states that the rent used to be Rs: 2 a day, that it was altered to Re:1 in 1895, and that there is no reason why it should not be Rs 2. The rent may be fixed at Rs 2 per diem as recommended by the Supg: Engineer.

Order thereon. No: 891 Dg 19-10-99.

The recommendations of the Chief Engineer for Irrigation are approved.

18/9/99.

14.9.99.

To
The Chief Engr for Irrign
& Supg: Engr 3rd Circle
& Examiner P.W.A.

Endorsement on the above.

No. 40 I.

Submitted to Government.

CHEPÂK,
1st April 1887.

(Signed) H. R. MEAD, Colonel, R.E.,
Chief Engineer for Irrigation.

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

ORDER—dated 4th April 1887, No. 253 I., Public Works.

The scale of rents fixed by the Superintending Engineer, I Circle, for staff boats when hired out to private individuals, is approved.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineer, I Circle.
" Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.
" Revenue Department.

Exd. A. Grubert.
Spare Copies

CHIEF ENGINEER
No. 2071
16 APR. 87
FOR IRRIGATION.

IRRIGATION.
ACCOUNT.

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated April, 4th.

Recd. *Encl.*

G.O., 4th April 1887, No. 253 I.

APRIL.

Staff Boats

A scale of rents, proposed by Superintending Engineer, I Circle, for Government — when hired out to private individuals, approved.

P.W.D.
8345/99

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

Read—the following papers :—

Office-note from the Examiner of Public Works Accounts, dated 29th May 1893, No. 1841 C.

Instances having frequently occurred in the accounts of the Kurnool division where lump sums have been credited to irrigation revenue on account of recoveries from private individuals for the conveyance of "miscellaneous articles" by Government boats, and the Executive Engineer, on being asked to furnish particulars of the credits and the data on which the rents were assessed, has forwarded copies of letters from the Upper and Lower Sub-divisional officers, as also one from a storekeeper, giving particulars of some of the items of goods conveyed, which are as follows :—

November 1892.

	Rs.	A.	P.
By Boat "*Kite*"—For conveying 38 bags of ragi at As. 2 per bag from Adminayapallai to Boyanapalli	4	12	0
By Boat "*Kite*"—For conveying 126 bags of oil-seeds from Nandyal to Kistnapuram at As. 4-0$\frac{11}{16}$	31	9	10
"*Kite*"—For conveying 80 bags of tanny bark at pies 10$\frac{4}{5}$ per bag from Pennair river to Kistnapuram	4	8	0

October 1892.

"*Queen Boadicea*"—For conveying 25 bags of horsegram taken on return trip from Cuddapah to Komaloor	2	5	6
"*Queen Boadicea*"—For brass pots * conveyed from Mydikur to Kumbhalapally	6	0	0

* Number of pots taken not known as this amount had been misappropriated by the syrang and subsequently recovered when the matter came to notice.

2. From the correspondence received it is evident that no fixed rule or scale is observed in the assessment of such charges, and that what is recovered represents nothing more than the amounts *offered* by the merchants for the carriage of their goods.

3. The Executive Engineer states that as much as possible is recovered from the boats in the interests of the canal revenue, but as the present arrangement, besides affording opportunities for peculation, may also possibly involve Government in responsibility for any loss or damage to the goods conveyed, I have thought it desirable to bring the matter to notice of Government with the view to a set of rules being framed and a scale of rates fixed for regulating the traffic.

No. III/14 K.C.

Forwarded in original (to be returned) to the Superintending Engineer, III Circle, who is requested to frame a set of rules and fix a scale of rates for regulating traffic by Government boats on the Kurnool-Cuddapah canal.

(By Order.)

(Signed) F. W. ASHPITEL,
Asst. Chief Engineer for Irrigation.

29th June 1893.

From Colonel A. T. FRASER, R.E., Superintending Engineer, III Circle, to the Chief Engineer for Irrigation, dated Bellary, 14th August 1893, No. 1292.

In returning your No. III/14 K.C., dated 29th June 1893, and enclosures, I have the honour to state that it will be seen from the Executive Engineer's No. 165 S.E., dated August 4th current, copy enclosed, the chance carriage of goods alluded to by the Examiner is merely due to taking what offers by return boats.

2. The charge ought in my opinion to be for haulage per mile and not by packages.

3. I enclose a set of draft rules for hiring boats based on the Executive Engineer's recommendation.

ENCLOSURE.

From the Executive Engineer, Kurnool division, to the Superintending Engineer, III Circle, dated 4th August 1893, No. 165.

With reference to your No. 891, dated 8th July 1893, I have the honour to make the following proposals.

2. For cargo boats drawing 3 feet of water hired out to contractors or merchants, I would propose to levy the following rents :—

Per diem for periods less than a full month, Rs. 2.
For one full month and less than two months, Rs. 55 a month.
For two full months and less than three months, Rs. 50 a month.
For three full months and less than four months, Rs. 45 a month.
For four full months and less than five months, Rs. 40 a month.
For five full months and less than seven months, Rs. 35 a month.
For seven full months and up to twelve months, Rs. 32 a month.

3. For carge boats drawing 2 feet of water the rents will be 25 per cent. less than above.

4. There should be a rule that, if not required by the Executive Engineer, contractors or merchants may hire boats at above rates, they being strictly responsible for all damages other than fair wear and tear, and that the Executive Engineer will be at liberty to cancel the arrangement with any contractor or merchant without giving any reason, and that the rent then to be charged and paid will be that for the period in which the boat was actually used, whether taken for more than that period or not.

5. As to fixed rates for small goods, we have no regular system of traffic with booking clerks, weighing machines and offices along the canal as a Railway Company has, and I do not see that the presence of booking clerks, weighing machines and offices will minimise peculation; as a general rule we carry no small goods except to save inspecting officers and other Government officers cost of traction for empty boats, and, to save Government the cost of sending an empty boat for repairs occasionally when a boat was lying idle, we have engaged in a little traffic, but as a rule we do not. I have known an inspection officer who used a boat from Kurnool to Cuddapah having to pay for the haulage and crew back to Kurnool. It is to save this unnecessary expense I ordered return boats to be lightly loaded just to pay expenses. We have a weighing machine at Kurnool and one at Cuddapah but none between; and if we have to take everything on weighment, there will be no picking up of traffic between these two stations and there are several places along the canal without any sheds where people store up their bags of grain and bark, &c., to be boated away. We have not the establishment for a regular system of traffic by weighment, and it is quite unnecessary to engage one. No system is so perfect, but that same peculation will be possible and the amount of merchants' goods carried by us is so small that peculation must be proportionally small and not worth special rules for guarding against. In short, if weighment is insisted on, we had better take no goods at all.

6. As to Government being responsible for goods carried by them, it is easy enough to carry no goods except at merchants' risk. If merchants refuse the risk, we need not carry goods. The risk, however, is so very small with our at present well-founded boats.

From the Executive Engineer, Kurnool division, to the Superintending Engineer, III Circle, dated 12th June 1893, No. 98.

The code lays down certain rates for the letting out of Government boats for the day or month. Experience has shown me that the boats on the canal are not much sought after if the code rates are strictly kept to. I have found it more profitable, rather than to allow the boat to be idle, to accept a reasonable offer; for instance,

the daily hire of a cargo boat according to the code is Rs. 2 and taken by the month it is Rs. 45, but nothing is said about a period of 8 months. One of our largest contractors, a man who does most of the work on the canal, has asked for a boat for 8 months at Rs. 32 a month, and I have accepted, or rather will accept, the offer, but it is against code rules.

2. Again, merchants who employ the Government boats when not required for Government work find it more convenient to pay us a lump sum down for the carriage of a boat-load of cargo than to hire the boats and to employ their own crew, and it is better for the boats themselves to be worked by a crew in Government employ. These cargoes consist of kerosine, salt and grain, but nothing in the code is said about the rates for the carriage of a bag of rice from Cuddapah to Nandyal; for instance, a boat is perhaps wanted for Government work at Nandyal while it is lying idle at Cuddapah, 84 miles distant. Rather than send it up empty, a cargo is put in to pay expenses. The rates accepted for these cargoes are those which rule in the market, and generally when there is competition we make the best bargain possible. Our action not being according to code rules is taken exception to by the Examiner, and I write to request that sanction of Government may be obtained for our doing our best to make the boats pay.

3. The revenue realized from the boats during the last 5 years is as follows :—

	Rs.
1888–89	1,063
1889–90	1,360
1890–91	1,342
1891–92	1,361
1892–93	2,309

I joined the division in 1889–90 and found the boats in very bad order, leaky and almost unfit for the carriage of cargo. Portland cement had to be used to stop holes and to keep the boats from sinking. Last year I had three cargo boats in first rate order, and as I charged no more than the private boats did but kept with the market rates, the revenue increased considerably. At least I attribute this increase to water-tight boats and reasonable rates.

4. When I employ crews I am obliged to give them advances, and I propose accounting for these advances in the miscellaneous advance accounts as a suspense item, debiting all payments and crediting recoveries on this account to that head.

No. 694.

A copy of Mr. Executive Engineer Johnston's letter, dated 12th June 1893, regarding the more advantageous mode of letting out boats on hire to private traders on the Kurnool canal, forwarded to the Chief Engineer for consideration and approval of revised rates of hire.

BELLARY,
19th June 1893.

(Signed) A. T. FRASER, Col., R.E.,
Superintending Engineer, III Circle.

No. 2653 C.

For favour of remarks whether you see any audit objection to the proposals of the Executive Engineer and the Chief Engineer for Irrigation.

Please state what code rules are referred to by the Executive Engineer.

(Signed) O. V. BODDY, Major, R.E.,
Under Secy. to Govt., P.W.D.

18th July 1893.

To the Examiner of Public Works Accounts.

Office-note from the Examiner, Public Works Accounts, dated 11th August 1893, No. 524 D.

[Your office-note No. 2653 C., dated 18th July 1893.]

The code rules referred to by the Executive Engineer are Madras Code paragraphs 1047 A and B.

2. The audit objection to the Executive Engineer's proposals is that no check can be applied to the correctness of the recoveries, and that, in the absence of a recognized tariff for miscellaneous cargoes at a mileage rate, or on any other approved basis, there may be opportunity for peculation.

3. The irregular practice now obtaining in the Kurnool division in the matter of hiring out boats to private individuals for the conveyance of "miscellaneous articles" was brought to the notice of the Joint Secretary to Government, Public Works Department, Irrigation Branch, in my office-note No. 1841 C., dated 29th May 1893, in reply to which the Joint Secretary informed me that the Superintending Engineer, III Circle, had been requested to frame rules and propose a scale of rates.

4. It would now appear from the present proceedings that the Chief Engineer for Irrigation does not consider any revised rules or scale of rates necessary; but, if Government approves of the proposal to reduce the rates of hire for periods exceeding a month, a sliding scale of rates may be fixed to suit such cases. It is also desirable (i) that other freights realized during casual passages up and down the canal should be supported by the Executive Engineer's authority in the form of an order showing nature and quantity of cargo, distance to be carried, and rate, and (ii) that a copy of the order should accompany the Executive Engineer's accounts in support of the realization. If the power to grant freight orders is transferred by the Executive Engineer to any of his subordinates, he should countersign them before submission with his accounts in support of the recoveries.

5. A revised set of rules and rates on this basis will remove the audit objection to the present procedure.

No. 2923 C.

The code rules referred to have been superseded by the introduction of the Government of India Code.

The proposals in these papers might be dealt with in the Irrigation Branch.

(Signed) J. HANNAN,
23rd August 1893. Ag. Joint Secy. to Govt., P.W.D.

To the Chief Engineer for Irrigation.

No. 130 I.

Submitted to Government.

2. As the action hitherto taken by the Executive Engineer of the Kurnool division results in a considerable increase in the receipts of the floating plant of the Kurnool-Cuddapah canal, no hard-and-fast rules seem to be necessary, and the utilization of the floating plant to the best advantage may be left to the discretion of the Superintending and Executive Engineers for the time being.

3. The following proposals are recommended for approval to facilitate collection of rents and freight and to avoid audit objections:—

(1) When Government boats of the Kurnool-Cuddapah canal are not engaged on Government work, the Executive Engineer of the Kurnool division is authorized to let them on hire or permit them to carry private goods at owner's risk on payment

of freight, the rates of rent and freight being fixed by the Executive Engineer who will take the following scale as a general guide:—

—	Cargo boats drawing 3 feet.	Cargo boats drawing 2 feet.	Freight including traction charge.
	RS.	RS.	PIES.
For less than a month, per day ...	2	1½	...
For one month or more, per mensem ...	45	35	...
Freight per mile per ton carried ...	...	...	6

(2) Boat rents and freight shall be paid in advance, the former monthly and the latter before loading goods.

(3) The renters shall be liable to make good the value of any damages to the boats except fair wear and tear and to pay, if called upon by the Executive Engineer, a deposit of one month's rent as a guarantee.

(4) The Executive Engineer shall have power to cancel the lease of a boat without assigning any reason, the rent being charged for the period for which the boat may be under occupation of the renter.

(5) For the purpose of calculating freight, two cart-loads will be considered as equivalent to one ton.

(6) The rents and freights realized shall be supported by the Executive Engineer's authority in the form of an order showing all particulars necessary. These orders will be forwarded to the Examiner of Public Works Accounts with the Executive Engineer's monthly accounts. The Executive Engineer may delegate the duty of giving such orders to any of his subordinates, but when he does so he shall countersign the orders before passing them on to the Examiner of Public Works Accounts.

Ootacamund, 1st Sept. 1893. (Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E., Chief Engineer for Irrigation.

Order—dated 15th September 1893, No. 790 I., Public Works.

The proposals made by the Chief Engineer for Irrigation are approved.

2. Care must be taken that merchants hiring boats are made acquainted with and accept the conditions of the rules.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Secretary to Govt., P.W.D.

To the Chief Engineer for Irrigation.
" Superintending Engineer, III Circle.
" Examiner, Public Works Accounts.
" Revenue Department.

Exd. C. A. Munisawmy.
Spare Copies

IRRIGATION.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated September, 15th.

Recd. *Encl.*

G.O., 15th Sept. 1893, No. 790 I.

SEPTEMBER.

Boats

Proposals of the Chief Engineer for Irrigation to facilitate collection of rents and freights of — belonging to the Kurnool-Cuddapah canal and to avoid audit objection, approved.

Public Works (1899) Department.

CURRENT No. 119

III

Order No 15 K.C. dt 5.7.99

Forwarded, in original, (to be returned) to the Supt Engineer, III Circle, for remarks; A copy of G.O. No 2532 dated 4th April 1887 referred to by the Examiner of P.W. Accounts is enclosed.

W. Hughes
Chief Engr for Irrigation
5.7.99

To The Supt Engr, III Circle, Bellary.

From The Examiner P.W. Accounts Madras & Coorg

No. 698 A/A

Dated 5th June 1899

Received 6 — do —

Registered

Enclosures

Spare copies.

SUBJECT.

Rents of Cargo boats on Kurnool Cuddapah Canal— Requesting orders regarding the Charging of ——

BACK PAPERS.

No.	Date.
R 80 bw	15-9-93
R 207 W	4-4-87

FURTHER PAPERS.

No.	Date.

KEEP-WITH CURRENT No.

dated 189 .

CHIEF ENGINEER FOR IRRIGATION. 6 JUN. 1899 119

2/22 KC

E- No. 27.
1,000—16-5-98

P 1/6742

GOVT. OF MADRAS. } 1898.9 { P.W. DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 5th June 1898.9

OFFICE NOTE No. 698 A/A

2/1433 13 JUL 99 KURNOOL DIVISION

To

I.

In G.O.No.790 I dated 15th: September 1893 the daily and monthly rates of rents have been fixed for cargo boats on Kurnool-Cuddapah canal as -- follows:-

	Daily rate	monthly rate
Boats drawing 3 ft .	Rs:2/-	Rs: 45/-
,, ,, 2 ,, ,,	1½	,, 35/-

It is understood that the rent charged at the daily rate should not exceed — the monthly rent which is to be con-- sidered as the maximum payable by the lessee when the boat is hired by him for less than a month. This is the — practice followed in the case of Godaveri staff boats, Vide G.O.No.253 I dated - 4th: April 1887, and it should perhaps be made applicable also to Kurnool -- Cuddapah Canal boats by a definite ruling to that effect.

2. I would also bring to notice that the Executive Engineer, Kurnool —

Division charges a rent of Re: 1/- per diem for cargo boats when employed on Government works. This may also be authorised if approved by Government.

A.R

Offg: S.E. 6.99

Public Works (1897) Department.

CURRENT No. ~~2440~~

From The Superintg: Engineer 3rd Circle Peshawar

Order

No. 2720 I

Dated 25—7—99.

Received 27-7-99

Registered

Enclosures 1 3 ✓

Spare copies.

SUBJECT.

F.E.I. (15) 2877

Rents of Cargo boats on Burned Deodar Canal: Reports regarding the charging of

Ref Please see para 2 of SEs letter & put up papers to profess can 2R the case & he- 31-7-99 Please see para 1-9-99 similar with Ex 2720 dt 2nd 1304 dt 10-9-99.

Ord 63-245/99

1/9/99

28-7-99

BACK PAPERS.

No.	Date.
215 KC	5-7-99
790 / 10/93	

FURTHER PAPERS.

No.	Date.

27 JUL 1899
22 KC

No. 2720 J

Superintending Engineer's Office,
3RD CIRCLE.

Bellary 25 July 1899.

FROM Lieut Colo W.L.C. Blaxley RE
SUPERINTENDING ENGINEER,
3RD CIRCLE,

To
THE Chief Engineer
for Irrigation.
Madras

Sir,

Enclosures. 1 /3

With reference to your Endorsement No. III/15. KC dated 5th July 1899, (returned) I have the honor to state that the practice on the Kurnool Cuddapah Canal is to charge the lessee of a Cargo boat not more than the maximum for a month, when taken for a period of less than a month or daily rates.

2. The Charges for a Cargo boat for Government Works used to be Rs 2 a day and it was altered in 1895 to Re. 1 a day. There is no reason why the Charge should not be Rs 2.

I have the honor to be
Sir
Your most Obedient servant
W Blaxley
Lt Colo RE
Superintending Engineer

24.7.99.

R.K. ×
Please put up papers.
L
No papers traceable

From

The Superintending Engineer,
3rd Circle,

To

The _____

_____

_____

Dated } _____ 189 .
Received }

Enclosures.

No.

Subject.