M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 92 Press
Mis.

177-178

Dated 16-1- 19 86

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 14th January 1863.

No. 177. Read the following Proceedings of the Board of Revenue, dated 8th December 1862, No. 7,997 :—

Read the following letter from G. N. TAYLOR, Esq., Inám Commissioner, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Coimbatore, 17th November 1862, No. 19.

SIR,

With reference to the Board's Proceedings (two enclosures returned), under date the 5th instant, touching the question of the Service Ináms of the hereditary Ferrymen at the Godavery near Rajahmundry, I have the honor to state for the information of the Board, that I propose enfranchising them, under the Inám Rules, as the Collector reports that the services of the Ferrymen are no longer required. Section 20 of the Rules provides that service Ináms generally may be enfranchised at a Quit-rent not exceeding half their assessment. Mr. Purvis, in his letter to me dated 18th September last, No. 51, expresses his opinion that a reduction of one-fourth of the assessment in favor of the holders would be sufficient. But as no distinction can be fairly drawn between the nature of the services rendered by these Inámdárs and other services for which half Quit-rent is provided for by the Rules, I apprehend that the imposition of a higher rate of Quit-rent than half will be looked upon as hardship, and that it is really more than can with justice be demanded. These Ferrymen comprise about a hundred families, who take the duty by rotation. The imposition of one-half Quit-rent will leave them individually a very moderate subsistence out of the Ináms which they have so long enjoyed free of tax, subject only to the performance of service in the execution of which they were allowed besides to levy tolls on private passengers and traffic. I may also advert to the fact that the Government on a former occasion when the question of dealing with these Ináms was mooted, recognized the justice of confirming the Inám lands to the holders on a favorable rent, though no final measures were then adopted regarding them. I am of opinion that an annual Quit-rent equal to one-half of the assessment of the Ináms represents the full value of the services rendered by these Ferrymen, and will at the same time afford ample funds to meet the future annual expense of crossing the Mails. The value of the Ináms is Rupees 1,500, and the Quit-rent will be Rupees 750.

Ex. Mins. Cons. 3rd October 1854, No. 422, quoted in Proceedings, 11th October 1854 of the Commissioner Northern Circars.

1. Ordered to be submitted to Government, with reference to their Proceedings dated 29th October 1862, No. 2,316, Revenue Department.

2. The Board approve of the Inám Commissioner's intention to enfranchise the Ináms in question at a Quit-rent of one-half the assessment as provided in Section 20 of the Rules for other Service Ináms.

(A true Copy and Extract.)

(Signed.) W. HUDLESTON, *Secretary.*

No. 178. ORDER THEREON, 14th January 1863, No. 92.

Before passing orders on these Proceedings the Government request the Board of Revenue to ascertain and report what arrangements are proposed to be made, on the discontinuance of the services of the Ferrymen at the Godavery, for the crossing of the mails and Government stores; and the probable expense which those arrangements will entail.

(Signed) J. D. SIM,

Secretary to Government.

№ 1305 Godavery Dist.t Engr.s Office
Dowleswaram 4th March /62

From Major J. F. Stoddard
Ag District Engr. Godavery

To Lieutenant Colonel J. Ouchterlony
Ag Deputy Chief Engr. Northern Circle
Madras.

Sir

Ferries.

In compliance with the Order of Govt. № 1374 dated 24th July para 7, I have the honor to forward a Statement of the receipts and expenses, including in the latter all items of expenditure under their several heads; as well as Interest on first cost of the Steamers employed from time to time on the Ferry, and depreciation, the former calculated at 5 and the latter at 2 per cent only, as the service was not such as to incur any Extraordinary risk.

2. The Steam Ferry was tried as an Experimental measure as recommended by Government in their Order № 2221 of 29th October 1860. The first Steamer being the "Queen", as the "Rose" was then usefully employed in the river works.

3. Previous to recommending the Experiment, I had ascertained on a reference

reference to some old Traffic returns in the Collectors Office that the average daily receipts at the Ferry amounted to between 30 and 35 Rupees; but owing to the competition, which seem to have started up as soon as the Steamer was put on, the average receipts, it will be seen, fell much below that, viz Rupees 16-1-3. The average daily expenditure inclusive of interest and depreciation amounted to Rupees 22-12-2 or Rupees 6-12-6 more, or for the whole period there is a loss of Rupees 162-7-4. As a set off against the loss, I think, should be shewn the grant of land revenue 1500 Rupees annually allowed to the Lessee of the old Ferry Boat in which case there is a net loss of Rupees 127-7-4.

I attribute this ill success to the following causes.

First. Competition, which had the effect of lowering fares very greatly.

After

3

After a few weeks by hiring the Navigation Company's flat, I succeeded in securing nearly all the carts and large baggage animals, such as elephants and Camels, but to the very last the foot passengers and smaller animals were ferried across at the most ridiculous rates by the private boats, and so were lost to the Steamer.

Secondly. The transfer of the Steamers "Queen" and "Rose" to the Upper Godavery in July last. These Steamers were best adapted for the Ferry under the circumstances, as it was not protected by a monopoly, for they combined (especially the Queen) the greatest towing powers with the smallest consumption of fuel, a very expensive item. I might add that when the "Queen" and "Rose" were

were transferred to the Upper Godavery, only the "Franklin and Ada" was left at Dowlaiswaram, and as the Godavery was then in flood, this Steamer was employed at the Anicut, and consequently no Steamer was available for the Ferry at a time, when private boats had no chance and a Steamer might have paid. Hurdy. Until stopping of the Ferry just 6 months to form. As carts cross the river in the largest numbers during the first half of the year, when the roads are more passable for them; consequently the receipts are then the largest.

5. From the experience I have had, I should not now advocate a Steam Ferry unless protected by a monopoly. Here can be no question as to its very great convenience to the public generally, but in order to make it a profitable undertaking all competition must be excluded, the Government either making it a monopoly, or guaranteeing to any Company or Individual, who may come forward to farm the ferry, that no competition will be allowed. This is done, I am informed in many other parts of India: it is done in the Akkarry Contract, and if done in this instance also, I am certain that a Company will at once come forward and offer to farm the ferry of one year or more, and if it should prove remunerative to the first Contractor the bid for the next year will no doubt be much higher. I have spoken to speculating parties likely to come forward but I regret to say that no one is willing to make it under the terms prescribed by Govt in their order No 1169 dated 28th June 1861.

6. I may in conclusion suggest, if such has not already been determined on, that the

the annual grant of land yielding Revenue to the amount of 1500 Rs be discontinued, as it is pathetic hard, that Govt. should have to pay people for making a fortune for themselves. When Troops or stores have to cross the Godavery, as steamers and boats can always be sent from Dowleishwaram and their bonafide charges only borne by the state.

If in case the above sum of Rs 1500 on account of land grant cannot be credited to the Ferry account, I beg that the loss, minus depreciation and interest Viz Rs 803-15-3 may be sanctioned by Govt to be written off to Profit and Loss either in the accounts of this Department or those of the Collector charged to the Local funds to which, in my opinion, it properly belongs and the amount paid in adjustment of the Bills now outstanding against the Ferry

I have the honor to be &c
(Signed) J. G. Stoddard Major
Acting District Engr
Godavery.

X As suggested, leave is carrying the 38th Regiment over the river,
(Signed) J.S.

X.S.F.

Rev= 3401/62
~~1925~~/62.

In re bq 15 of 1862
In Court 30 Cases.

Court Jany 63 L Hyl

Account Current Showing the Receipts and Disbursements on

Account of Royal Dominion Steam Ferry from 8th January, to end of December 1862.

By Amount Received from the following Passengers &c.

January 1861	162 Carriages at different rates		82	7	6
	2701 Passengers	@	69	8	3
	50 Cavaliers	@	2	10	-
	278 Animals	@	13	-	2
	Towing to Boats	@	1	-	-
	Towing Navigation Company Transit Boats on contract from 23 to 31st January 1861		23	3	7
			191	13	6
Feby 1861	467 Carriages at different rates		403	14	-
	3341 Passengers	@	102	2	3
	48 Cavaliers	@	4	3	-
	1309 Animals	@	100	5	5
	Towing 2 Boats	@	2	-	-
	From private parties on contract		15	-	-
	Towing Navigation Company Transit Boats on Contract		83	-	-
			707	11	8
March 1861	441 Carriages at different rates		425	8	-
	3198 Passengers	@	95	15	3
	96 Cavaliers	@	5	14	3
	1035 Animals	@	51	10	6
	Towing 5 Boats	@	4	-	-
	Towing Navigation Company Transit Boats on Contract		83	-	-
			664	-	-
	Carried over		1563	9	2

Account of Royal Dominion Steam Ferry from 8th January, to end of December 1862.

To Amounts Expended for the following purposes

January 1861	1 Commander from 8 to 31 at £150 per Month		116	2	1
	Wages of Steamer Crew from do to do		123	2	10
	71 Tons of firewood		213	-	-
	Value of Stores		39	15	8
	Wages of Bullock Coxswain		11	13	10
	Wages of another Boat Coxswain		15	5	8
			519	8	1
Feby 1861	1 Commander		150	-	-
	Wages of Steamer crew		131	10	3
	Wages of Bullock Coxswain		57	10	11
	105½ Tons of firewood		326	6	-
	Hire of flat Boats		41	-	-
	Value of Stores		19	13	11
	Repairs of Steamer		32	6	11
			748	15	11
March 1861	1 Commander		150	-	-
	Wages of Steamer crew		112	15	6
	Wages of Bullock Coxswain		57	6	8
	81 Tons of firewood		252	-	-
	Hire of flat Boats		49	-	-
	Demurrage paid for Transit Boats as the Steamer was detained by the Tug Solidolar when the accident occured		64	6	-
	Value of Stores		50	-	-
			735	12	2
	Carried over		2004	4	2

		Brought Over		1563	9 2
April 1861	479	Bandies at different rates	452	"	"
	2595	Passengers @	73	7	9
	38	Cavadies @	4	12	6
	660	Animals @	50	2	9
		Towing Navigation Company transit Boats on Contract	80	"	" 660 13 "
May 1861	405	Bandies at different rates	372	"	"
	1718	Passengers @	51	5	3
	25½	Cavadies @	1	9	6
	374	Animals @	28	11	"
	2	Palankeens	"	8	"
		Towing Navigation Company transit boats on Contract	40	"	" 494 1 9
June 1861	227	Bandies at different rates	200	8	"
	3195	Passengers @	102	8	6
	106	Cavadies @	6	10	"
	672	Animals @	74	15	6
		From Private parties on contract	10	"	"
		Towing Navigation Company transit boats on Contract	59	7	1
		Towing Bamboo Rafts	2	"	" 456 1 1
July 1861	30	Bandies at different rates	26	12	"
	1942	Passengers @	108	14	3
	49	Cavadies @	5	2	6
	478	Animals @	49	13	10
	12	Palankeens @	4	10	"
	6	Bandies of Tobacco	4	8	"
		Towing Boats	2	12	"
		Towing Bamboo rafts @	10	"	"
		Towing transit Boats	68	"	"
		From private parties on contract	3	"	" 303 8 7
		Carried Over		3478	1 7

		Brought Over		2004	4 2
April 1861	1	Commander	150	"	"
		Wages of Steamer crew	110	"	"
		55 tons Firewood	171	"	"
		Hire of Flat Boat	49	"	"
		Value of Stores	50	10	"
		Wages of Bullock Lascars	50	"	" 580 10 "
May 1861	1	Commander	150	"	"
		Wages of Steamer crew	104	3	2
		Wages of Bullock Lascars	72	10	9
		Hire of Flat Boat	49	"	"
		2a of another do	26	13	4
		60 Tons of firewood	168	"	"
		Value of Stores	55	15	2 626 10 5
June 1861	1	Commander	150	"	"
		Wages of Steamer crew	104	6	4
		Wages of Bullock Lascars	60	2	1
		80 Tons of firewood	240	"	"
		Hire of Flat Boat	49	"	"
		Value of Stores	40	15	1 644 7 6
July 1861	1	Commander for 17 days	82	4	1
		Wages of Steamer crew	100	"	11
		Wages of Bullock Lascars	43	3	1
		75 Tons of Firewood	225	"	"
		Value of Stores	28	"	" 478 8 1
		Carried Over		4334	82

	Brought Over			3478 1 7
August 1861 from 1st to 11th Inclusive of 3 & 5.	9 Bandies at different rates		11 8	
	337 Passengers @		20 3 6	
	57 Cavadies @		6 6	
	52 Animals @		15 8	
	1 Palankeen		6	
	From private parties on contracts		10	63 15 6
From 10th to 30th Sept 1861	68 Bandies at different rates		90 8	
	644 Passengers @		36 3	
	38 Cavadies @		4 12	
	390 Animals @		59 11	
	2 Palankeens @		12	
	From private parties on contracts		5	
	Sewing Steam Dredge		7 8	204 6
From 14th to 18th Oct 1861	30 Bandies at different rates		41 4	
	521 Passengers @		28 15 6	
	6 Cavadies @		12	
	75 Animals @		21 10	
	From private parties on contracts		5 4	97 12 6
			3844 4 7	
	Loss		805 15 3	
	Total		4650 3 10	

	Brought Over			4334 8 2
August 1861	Wages of Steamer Crew		29 9 10	
	1 Writer		4 13 5	
	1 Firewood Crew		1 4 8	
	12 Tons of Firewood		36	
	Value of Stores		9 9 1	81 5
Sept 1861	Wages of Steamer Crew		38 8	
	Wages of Bullock Coolies		15	
	39½ Tons of Firewood		118	
	Value of Stores		25 12 9	197 4 9
October 1861	Wages of Steamer Crew		9 15 7	
	Wages of Bullock Coolies		8 13 10	
	5⅓ Tons of Firewood at different rates		15 11 8	
	Value of Stores		2 8 10	
				37 1 11
	Total			4650 3 10

(Signed) J. Stoddard. Major.
of the District Engineer Godavery.

Godavery District Engrs Office
Dowlaiswaram 4th March 1862

X:87

234-11-4
32-6-10
506-12-5

1653-14-7
4650-3-10

504-2-5
32-6-10
471-11-7

3401/62
Rev: ~~2928~~/62.

Im no 6913 of 1862

3401/62
Rev = ~~2928~~/6

Im no 6913 of 1862

Statement shewing the Financial Results of the Rajahmundry Steam Ferry.

Names of Steamers.	No. of working days.	Tons of Steamer.	Estimated cost at 5 per cent upon capital employed.	Proportion of Head Quarter charges.	Repairs	Establishment	Fuel	Stores	Total of columns 11 to 9.	Total of receipts	Total profit	Total Loss	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Queen	178	15,522	378 78	151 63	32 6 10	2166 29	1174 6	268 4	4149 10 10	3169 5 11	- - -	980 5 6	Employed from 8th June to 24th July 1861, with the exception of 18 days in June, when she was under repair and 2 days 13th July when she was with the Governor's party up river.
Frankland	20	36,653	100 68	10 2 8	- - -	230 9 8	36 3 -	21 5 10	765 8 6	259 12 7	- - -	505 11 11	Employed from 13th June to 2nd July 1861.
Rose	16	22,381	49 - 10	19 9 11	- - -	70 5 5	84 - -	16 11 8	239 11 10	112 15 2	- - -	126 12 8	Employed from 25th July to 11th August, except on 3rd and 5th when she was towing stone boats.
Little Nell	26	16,518	58 13 3	23 8 6	- - -	72 5 5	133 11 8	28 5 7	316 12 5	302 3 6	- - -	14 8 11	Employed from 10th to 30th Sept. and from 14th to 18th Oct. 1861.
Total Ferry	240		586 12 5	234 11 4	32 6 10	2596 10	1735 18	334 6	5471 11 7	3844 17	- - -	1627 -	

Godavery District Engineers Office
Dowleswaram 4th March 1862

(Signed) J. Rodstard. Major.
Ag. Distt. Engr. Godavery.

X.87

Northern Circle

Godavery District

Collector's Office, Rajahmundry

No. 9. 18th September 1862

From

A. Purvis Esqre

Collector of the Godavery District

To

Lieutenant Colle. S.O.E. Sudlow

Deputy Chief Engr. N. Circle

Madras

Sir,

I have the honor to forward a report from the District Engineer on the result of the trial of Government Steamers on the Ferry across the Godavery at this place. I very much regret the length of time which these papers have remained in my Office.

2. In a pecuniary point of view the experiment has not been successful, and I agree with Major Stoddard in his opinion as to causes which prevented the speculation being remunerative.

3. I also concur with him in thinking

thinking that no Steam ferry would answer unprotected by a monopoly. Government have on former occasions expressed themselves averse to such a system, but I confess that I think a monopoly, under restrictions, of course, as regards rates of hire, times of plying, accommodation to be afforded &c., would be more beneficial to the public generally than the system which at present obtains. If I mistake not, the Ferries in other parts of the country, for the rent of which large sums are obtained and credited to local Funds and spent in the general improvement of the communications of the District, are all practically monopolies, and I do not see why the Ferry across the Godavery should be an exception.

4. I have addressed the Inam Commissioner in regard to lands held by the old Ferry man referred to by Major Stoddard in the 6th Para of his letter. These man still cross the mails and

and Government stores &c., but since the large flat form boat, supplied to them many years ago, became useless from age, they have rendered very unwilling and inefficient service, except as regards the mails. These men should be absolved for the future from any demand for service, and their Inam lands be enfranchised under the Inam Rules.

5. As regards the Sum of Rupees 805-15-3 now outstanding against the Ferry, I would suggest that it be written off to profit and loss. As the local funds have received no accession of income from the Ferry, I do not think they can fairly be debited with this expenditure.

(Signed) A. Purvis.
Collector.

X:87

No. 7,997.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th December 1862.

Read the following letter from G. N. TAYLOR, Esq., Inam Commissioner, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Coimbatore, 17th November 1862, No. 19:—

With reference to the Board's Proceedings (two enclosures returned), under date the 5th instant, touching the question of the Service Inams of the hereditary Ferrymen at the Godavery near Rajahmundry, I have the honor to state for the information of the Board, that I propose enfranchising them, under the Inam Rules, as the Collector reports that the services of the Ferrymen are no longer required. Section 20 of the Rules provides that Service Inams generally may be enfranchised at a quit-rent not exceeding half their assessment. Mr. Purvis, in his letter to me dated 18th September last, No. 31, expresses his opinion that a reduction of one-fourth of the assessment in favor of the holders would be sufficient. But as no distinction can be fairly drawn between the nature of the services rendered by these Inamdars and other services for which half quit-rent is provided for by the Rules, I apprehend that the imposition of a higher rate of quit-rent than half will be looked upon as hardship, and that it is really more than can with justice be demanded. These Ferrymen comprise about a hundred families, who take the duty by rotation. The imposition of one-half quit-rent will leave them individually a very moderate subsistence out of the Inams which they have so long enjoyed free of tax, subject only to the performance of service in the execution of which they were allowed besides to levy tolls on private passengers and traffic. I may also advert to the fact that the Government on a former occasion when the question of dealing with these Inams was mooted, recognized the justice of confirming the Inam lands to the holders on a favorable rent, though no final measures were then adopted regarding them. I am of opinion that an annual quit-rent equal to one-half of the assessment of the Inams represents the full value of the services rendered by these Ferrymen, and will at the same time afford ample funds to meet the future annual expense of crossing the mails. The value of the Inams is Rupees 1,500, and the quit-rent will be Rupees 750.

Ex. Mins. Cons. 3rd October 1854, No. 422, quoted in Proceedings, 11th October 1854 of the Commissioner Northern Circars.

1. Ordered to be submitted to Government with reference to their Proceedings dated 29th October 1862, No. 2,316, Revenue Department.

2. The Board approve of the Inam Commissioner's intention to enfranchise the Inams in question at a quit-rent of one-half the assessment as provided in Section 20 of the Rules for other Service Inams.

(A true Copy and Extract.)

Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D., with 4 enclosures returned.

Copy to A. Purvis, Esq., Collector of the Godavery District.
" G. N. Taylor, Esq., Inam Commissioner.

Exd. J. Wright.

P. 3 October 54 No 11-12
R - 29 October 62 No 391 3 of 2

Rev. 1862 Department.
Pro: of Oct for January 63.

No. 3401-

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 8th *December* 1862.
Despatched. 10 d
Received. 11

E-4
Fwd P. of Revd 22 Jan 63
& No 973 in Pte

No. 7,997.

Submitting with the Board's opinion a letter from the Inam Commissioner regarding the question of the Service Inams of the hereditary Ferrymen at the Godavery near Rajahmundry.

No 177 478.

No 92. 11 Jany

With Order &

V-92.

Before passing orders on these Proceedings the Govt request the Board of Revenue to ascertain and report what arrangements are proposed to be made, on the discontinuance of the services of the Ferrymen at the Godavery, for the crossing of the Mails and Govt stores, and the probable expense which those arrangements will entail. —

Govt & Genl
14 Jany 63

14 Bd & Rec Dept 15
5 Rajm Collr
20 Public Works Dept