16.9.33 P.M.

M.R.O. 14—18,000—27-9-34

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1240 Press / ~~Mis.~~

247. 248

Dated 14 - 7 - 1864

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 14th July 1864.

No. 247. Read the following Proceedings of the Board of Revenue, dated 21st June 1864, No. 3,808.

Read the following letter from the Collector of the Kistna District, dated Masulipatam, 30th April 1864, No. 65:—

1. Referring to the Board's Proceedings dated 12th December 1863, communicating the Order of Government, dated 9th idem, No. 2,238, I have the honor to request the Board's consideration of a few points connected with the ferry at Bezoarah therein referred to, which appear to have escaped Mr. Foord's notice, but which seem to me to render it undesirable at present to interfere with the existing arrangements by renting out the ferry.

2. The ferry is now worked immediately below the anicut, and taking the year throughout, that is no doubt the best place for it; but for a portion of the year the crossing above the anicut is perhaps more convenient.

3. There are, as the Board are aware, many boats plying for traffic on the canals between Bezoarah and Ellore, and Bezoarah and Masulipatam; these boats are often taken through the lock at Bezoarah into the Kistna, and carry such of their passengers and goods as are bound to the Guntoor side across the river and land them on the opposite shore. In the same manner they pick up goods and passengers for Ellore and Masulipatam on their return voyage.

4. The boats are licensed to ply on all the canals of the District, and it would be unfair to prevent their crossing the Kistna in the regular course of the traffic simply because it interfered with the profits of the ferry.

5. At the same time it would be almost impossible to prevent their taking regular ferry passengers backwards and forwards, carrying on, as it were, an illicit traffic to the detriment of the regular ferry. That such was the case was frequently brought to notice during the last year.

6. The former of these contingencies could of course be provided for by a clause in the agreement of the renter, but I cannot see how the latter is to be satisfactorily disposed of if the ferry be rented out. No amount of supervision would prevent encroachments on the rights of the renter, and never ending complaints and disputes, very difficult of adjustment, would be the result.

7. Under these circumstances, I venture to hope that the Board and Government will not object to the ferry being retained on its present footing for a time longer. The traffic on the canals is not yet fully developed, it is likely largely to increase when the western canal is open to the sea at Nizampatam, as it will be next year, and we shall then be better able to judge of what will be the best means of conducting the ferry.

8. Should I be permitted to retain the ferry on its present footing for the present, I would propose to reduce the fares now levied very considerably. I would leave the licensed boats free to cross the river above the anicut with their cargoes and through passengers, but would prohibit their acting as regular ferry boats for hire. I do not expect to prevent the rule being some times evaded; but that, I submit, would not be a very serious evil with the ferry in Government hands, it could only happen during a portion of the season, as, when the river is in flood, boats can only cross above the anicut by going a long way up the stream and with great labor and delay; on the other hand, the lowering of the rates on the Government ferry, as per annexed scale, would lessen the inducement to evasion.

List of the maximum tolls to be levied on passengers, &c., crossing the Kistna ferry at Bezoarah.

No.	Particulars of Items.	Rates now existing.			Proposed.		
		Rs.	A.	P.	Rs.	A.	P.
1	For a loaded cart drawn by either bullocks or horses including driver	0	8	0	0	6	0
2	For a loaded cart without bullocks	0	6	0	0	4	0
3	For a cart without load including bullocks and driver	0	4	0	0	3	0
4	For a cart without load or bullocks	0	2	0	0	1	6
5	For a cart load of Tobacco, Cotton, &c., including the man accompanying it	0	4	0	0	3	0
6	For a half load of do. do. do.	0	2	0	0	1	6
7	Ponies, Asses, Bullocks, and Buffaloes, with loads on including their drivers, per each	0	1	0	0	1	0
8	Do. without load including driver, per each	0	0	9	0	0	9
9	For a bullock load	0	0	6	0	0	6
10	For a cauvidy load	0	0	4	0	0	3
11	Sheep or Goats, per 100	0	12	0	0	8	0
					or 1 pie each		
12	For an Elephant	1	0	0	1	0	0
13	For a Camel	0	10	0	0	8	0
14	For a Palanqueen with bearers whether the master is or is not inside	0	4	0	0	3	0
15	For a Palanqueen or Dooly without bearers	0	1	0	0	1	0
16	For a Dooly with bearers and master inside	0	4	0	0	2	0
17	For a man or woman above 14 years age having load or not	0	0	4	0	0	3
18	For a boy or girl within 14 years do. do.	0	0	2	0	0	1
19	Infant children, free.						
20	Carts, bullockss, persons, &c., with or without loads, re-crossing on the same day, free.						
21	Persons with the vehicles going on Government duty, free.						

Masulipatam, 30*th April* 1864. (Signed) G. THORNHILL, *Collector.*

1. In the Order quoted in the margin, the Government were pleased to enquire whether any objection existed against renting out the Bezoarah ferry in the same manner as the ferries at other places are rented, the Government paying a stated sum for the conveyance of the mails and maximum tolls for the conveyance of passengers, &c., being fixed. The Acting Collector reported that he was not aware of any objection to the course proposed, and in their Order dated 9th December 1863, No. 2,238, the Government directed the Board to issue instructions to the Collector to submit a list of the maximum tolls to which he would bind the renter, and to state the sum he proposed to pay for the transport of Her Majesty's mails.

3rd October 1863, No. 1,817.

2. Mr. Thornhill, who has now returned to the District, requests a re-consideration of these orders, expressing his opinion that it will be impossible to prevent the boats licensed for the canal and river traffic from interfering with the rights of the renter. Though the Board do not see the same difficulties as Mr. Thornhill, inasmuch as it seems to them to be purely a matter for the consideration of the renter in making his bid for the ferry, they recognise the force of Mr. Thornhill's argument in paragraph 7, and as they are of opinion that the Government will be in a better position to judge as to the best means for conducting the ferry traffic when the boat traffic in the canals is more fully developed, they resolve to recommend that Mr. Thornhill be permitted to retain the management of the ferry for the present in his own hands, and to adopt the rate of tolls now proposed, reporting again on the subject in eight months.

3. It will be in the recollection of Government that the average net profit hitherto derived from this ferry, after deducting the cost of the transport of the mails, was Rupees 1,300 annually.

Proceedings of the Madras Government, Revenue Department,
14*th July* 1864.

No. 248.

Local Funds.

Order thereon, 14th July 1864, No. 1,240.

1. The Government have no objection to the course recommended by the Board in the latter part of paragraph 2 of the foregoing Proceedings, and sanction its adoption.

2. The promised further report on the subject should be submitted in due course.

(True Extract.)

(Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue.

Exd. S. T. Augustin.

Rev. 1864. Department.
Rs. of Govt. for July.

No. 1688.

PROCEEDINGS OF THE BOARD OF REVENUE,
Proceedings of the B. of Revenue
dated 15th Nov 65 & 132 p.

Dated 21st *June* 1864.
Rec'd 27th
Rev. 28th

No. 3,808.

Submitting with remarks letter from the Collector of the Kistna District requesting the Board's consideration of a few points connected with the ferry at Bezoarah.

Rs. Rec'd 14 July
Withdrawn Order

No. 247 & 248.

8 July 1864

Pro. 5th October 1865 No 45
& December " 149 150

Gn-1260.

The Govt have no objection to the course recommended by the Board in the latter part of para 2 of the foregoing Rs. & and sanction its adoption.

The proposed further report on the subject should be submitted in due course

Fort St. George
16th July 1864.

Board of Revenue Dept. 15 July
& T. D. W. Dept. 16 July