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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	213	Press
		Mis.
Dated	1 2	1871

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
1st February 1871.*

Read the following :—

No. 13. Proceedings of the Board of Revenue, dated 12th October 1870,
No. 6,076.

Read the following letter from the Officiating Collector of Nellore, to the Acting
Secretary to the Board of Revenue, dated 14th May 1870, No. 1,044.

I HAVE the honour to acknowledge the receipt of the Board's Proceedings,
No. 1,511, dated 3rd March 1870, requesting me to report on the state of the
traffic in that portion of Cochrane's Canal which lies within this district, and to
state, in communication with the Executive Engineer, what arrangements may be
made for the collection of tolls, so that all boats making use of the canal should
be made to contribute towards its maintenance.

2. In his Arzee, dated 12th April 1870, No. 258-1,060, the Gudur Tahsildar
reports that paddy, chillies, turmeric, firewood, and palmyra leaves, are exported
to Madras from Dugarazupatam, and that from Sriharikota firewood is exported
chiefly; but there is no information either in the Revenue or Sea Customs Depart-
ment as to the quantity exported or the profit realized.

3. The canal is now opened up to Siddavaram, *i.e.*, about seven miles north
of Dugarazupatam and within ten miles or so of the back-water at Kistnapatam.

4. On a reference made to the Executive Engineer, East Coast Canal, he sent
me, with his letter, dated 25th ultimo, No. 29, copy of a letter addressed by him
on the same date to the Collector of Madras; transcript of this is enclosed. I
entirely agree with Captain Hasted in thinking that the license-system as in vogue
in the Godavery and Kistna Deltas should be universally adopted in lieu of the
method hitherto in vogue at one extremity of the northern branch of the East
Coast Canal.

ENCLOSURE No. 1.

From the Executive Engineer, East Coast Canal Range, Madras, to the Collector of Madras,
dated Sadras Canal, 25th April 1870, No. 20.

With reference to your memorandum, No. 68, dated 5th instant, I have the honour to inform
you that there is no information in this office regarding the amount of traffic on the canal independ-
ent of that which passes the lock. Such traffic undoubtedly exists to some extent, but I have
had so short an experience of the canal that I cannot give an opinion as to the extent. On the
two occasions that I have been up to the extension of the canal beyond Dugarazupatam, I have
noticed that, after passing the Sriharikota jungles, very few boats of any sort are met with.

2. As it is probable that the canal will be this year extended to within a few miles of
Kistnapatam, and, after a short time, to within seventeen miles of Nellore, it may be expected
that traffic will soon be very much heavier.

3. The present system of levying tolls seems to me to be objectionable; it necessitates the
employment of a considerable establishment, gives the Lock establishment a great deal of harass-
ing work, and causes annoyance and occasional delay to the boatmen, besides giving an opening
to attempts to evade the toll. I consider that it would be better to make all boats on the canal
pay a license-tax, as is done on the Southern Canal and also on the Kistna and Godavery Canals.
On the Southern Canal the license fee is 2 Rs. per ton of boat-measurement for all boats. On
the Kistna Canal, if I remember rightly, it is 1 Rupee per ton of boat-measurement for all cargo

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boats, and 1 Rupee per head carried for passenger boats ; these latter were entirely covered over and the fee fixed by a measurement of the roof. The system and rates now prevailing on the Sadras Canal might probably be adopted, and it is very desirable, with the prospect of the canals being some day connected, that the rates should be the same ; but, from a return I find in this office of the canal receipts in past years and statement of the number of boats using the canal, it would appear that at these rates the receipts would be considerably less than they have been. I am not in possession of the actual number or tonnage of the boats, but I conclude that you have that information, and would suggest a consideration of this point.

4. The fee of 2 Rs. per ton seems sufficient for all boats of small tonnage, but I think an increased rate might be charged for very large boats, say upwards of twenty-five tons. Many of the huge firewood and shell boats are laden to the utmost they will carry, and, in this state, draw as much as three and-a-half feet of water, and at times almost block up the navigation and cause delay to other boats passing. The use of such boats should be discouraged as much as possible.

5. The canal is not fitted for such traffic.

6. No boat should draw more than three feet.

7. The establishment that would be required would probably be one Traffic Superintendent on 50 Rs. and two Peons south of Pulicat Lake, and one Assistant Traffic Superintendent on 40 Rs. and two Peons north of the lake, also two Peons to be in continual attendance at the Basin to keep order as far as possible among the boats.

8. Fishing boats used exclusively on the Pulicat Lake, and Pleasure boats, etc., in Ennore Back-water, need not be required to take out a license ; the superintendence I have proposed is sufficient to prevent any attempt to run cargo down the canal on such boats, and, if the establishment is under the Revenue Department, an additional check may be had by authorizing the Executive Engineer to stop all boatmen unable to produce a license.

From the Acting Collector of Chingleput, to the Acting Secretary to the Board of Revenue, dated Sydapet, 28th July 1870, No. 303.

WITH reference to paragraph 2 of the Board's Proceedings, dated the 3rd March last, No. 1,511, I have the honour to state that there is no information either in this office or in that of the Executive Engineer in charge of Cochrane's Canal regarding the amount of traffic on the canal independent of that which passes the lock and pays the regular tolls.

2. The present system of levying tolls at the Basin appears to me to be objectionable both because all boats plying on the canal to the north of the lock evade the payment of the toll, and because attempts are made by some of the boatmen to escape payment even at the Basin.

3. I am therefore of opinion that the system of licensing boats now in force on the Southern Canal should be introduced in the Northern Canal.

4. I have consulted Captain Hasted on the subject, and forward herewith copy of his letter, dated 14th July 1870, No. 94, for the Board's information.

5. I entirely approve of all Captain Hasted's proposals, and recommend that the rates proposed by him should be sanctioned.

6. According to the rates now recommended the revenue of the canal will amount to Rs. 37,437 per annum. The average toll collections for the past six years amount to Rs. 37,853, as shown in the subjoined statement. From this it will be seen that the proposed system of licensing boats will involve no loss to

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Government, but may perhaps prove slightly remunerative, as boats now plying to the north of the lock will have hereafter to pay the license fees:—

Canals.	COLLECTIONS IN							Average per annum.
	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Northern Canal...	37,936 12 0	40,188 5 0	41,945 6 9	41,543 4 8	30,861 2 6	31,640 11 8	2,27,115 9 9	37,852 9 7
Southern Canal...	1,244 13 2	1,817 8 11	874 0 0	1,373 12 11	1,286 12 0	1,284 8 10	7,881 7 10	1,313 9 3
Total...	39,181 9 2	42,005 13 11	42,819 6 9	42,917 1 2	32,147 14 6	32,925 4 12	3,34,997 1 7	39,166 2 10

7. Captain Hasted also proposes to do away with the present Toll establishment, and to entertain two Traffic Superintendents on Rs. 50 and 30 per month, one to be continually moving between the Basin and the Pulicat Lake, and the other between Musjid and the end of the canal northwards. As these officers will be required to be constantly on the move, and will have to keep a boat each, I

**At the Basin.*

1 Superintendent	...	...	...	...	RS. 100
1 Clerk	...	...	...	...	30
1 Shroff	...	...	...	...	10
4 Peons, at 7 Rs. each	...	...	...	...	28
1 Sweeper	...	...	...	...	5

At the Shadayencoopum Lock.

1 Conicopillay	...	...	...	...	20
1 Assistant do.	...	...	...	...	12
1 Head Lascar	...	...	...	...	8
4 Lascars, at 7 Rs. each	...	...	...	...	28
					241

		RS. A. P.	RS. A. P.
1 Traffic Superintendent	{ Pay... 70 0 0 Batta. 17 8 0		87 8 0
1 Assistant do.	{ Pay... 50 0 0 Batta. 12 8 0		62 8 0
2 Peons, at 6 Rs. each, to accompany Traffic Superintendent	...	12 0 0	
2 do. to accompany Asst. do.	...	12 0 0	
2 do. to be stationed at the Basin to keep order	...	12 0 0	
1 Head Lascar,	{ To be employed at the lock	8 0 0	
3 Lascars, at 7 Rs. each.		21 0 0	
Total...		215 0 0	

think that their salaries should not be less than Rs. 70 and 50, with a permanent batta of one-fourth of their pay. The present Toll establishment, inclusive of that at the lock, costs Rs. 241* per month. The cost of the establishment now proposed will only amount to Rs. 215 as per margin; a saving will thus be effected of Rs 26 a-month.

8. I beg to recommend that Act I. of 1870, providing for the collection of license fees on canals, be put in force in the Madras, Chingleput, and Nellore Districts. I also think that the Deputy-Collector in charge of the Salt Department in the Chingleput and Nellore Districts should be authorized to issue licenses and collect fees under Section 7, and should be appointed Supervisors of the canal under Section 9 of the Act.

9. A set of rules drawn up by Captain Hasted is herewith forwarded. I have suggested a few modifications in the rules which appear to me to be advisable.

10. With reference to paragraph 3 of the Board's Proceedings under reply, I beg to state that by some oversight the Deputy-Collector's letter of 23rd March 1868 appears to have been delayed in this office. As regards paragraph 4, I beg to inform the Board that a license fee of Rs. 2 per ton is levied on all boats plying

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on the Southern Canal, a distance of forty miles. The total number of boats now licensed is ninety-three, and the amount of revenue realized in Fasli 1278 was Rs. 1,167-8-0.

ENCLOSURE No. 1.

From the Executive Engineer, East Coast Canal Range, Chingleput District, to the Acting Collector of Chingleput, dated Nungumbaukun, 14th July 1870, No. 94.

With reference to your letter, No. 124, dated 1st January 1870, forwarding copies of communications addressed to the Executive Officer lately in charge of the canals on the subject of tolls, I have the honour to forward, after consultation with the Deputy-Collector of Madras, and consideration of such returns as I have been able to obtain, a draft of the rules I propose to put in force for the regulation of navigation on the Northern Canal, and which clearly state the toll proposed to be levied.

2. The revenue derived from the canal for the past three years I am informed is as follows:—

	RS.
In 1867-68	44,543
In 1868-69	30,861
In 1869-70	31,738

The falling off in the last two years I believe to have been caused by the canal having been, in consequence of continued dry weather, closed for some months to traffic, but it would appear that the revenue in 1867-68 is considerably above the average. The cause of this is probably an increased salt traffic during that year.

3. The number of boats at present making use of the canal is 697:—

	RS.
Cargo boats	477
Top boats and budgerows	220
Total...	697

The cargo boats vary from two tons, to forty tons, and the top boats are all rated as one-ton boats. The total tonnage on the canal is 11,323 tons.

The toll being, as I have informed, 4 Annas per ton, whatever the cargo may be, on all boats bringing cargo south of the Shadayencoopum Lock, it follows, therefore, supposing that the present tonnage has been plying on the canal for the past three years, that in 1867-68 each ton paid toll 15·6 times or made 15·6 trips; in 1868-69, 10·8 times or made 10·8 trips; in 1869-70, 11·2 times or made 11·2 trips.

4. As stated in my letter, No. 20, dated 25th April 1870, I am of opinion that a license fee, as at present levied on the Godavery and Kistna Canals, and also on the Sadras Canal, would be preferable to the system of tolls now in use, and in this opinion the Deputy-Collector of Madras concurs. In fixing the amount of the tax I have carefully considered the figures given above, my object being to make the tax acceptable, as far as possible, to boat-owners, and, at the same time, to secure for Government the highest amount of revenue consistent with the development of navigation.

5. Complaints have been made, and are referred to in Mr. Fane's letter to the Executive Engineer in charge of the canal, of the payment of canal dues having been evaded, and my attention has been called specially to this point. It was proposed by Mr. Fraser to extend the establishment already employed in collecting tolls and to establish toll bars at two places to the north of the lock so as to catch the traffic between villages lying to the north and prevent, to some extent, this evasion of dues. I should prefer myself to do away with the Toll establishment rather than extend it, as it gives great opportunities for abuse; and I believe the system of licensing boats will do more to prevent the evasion of dues than any extension of the present establishment.

6. The licensing of boats, I propose, should come into force on a certain day, due notice of which must be given, and licenses which will remain in force for one year will be granted on pay-

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ment of the fee fixed. The rules I have drawn up, several of which are taken from the rules for licensing boats on the canal in the Godavery District, approved by Government in 1863, show the proposed arrangements, and it remains only to fix the rates to be charged, and to decide on the necessary arrangements for registering the boats and issuing licenses.

7. The rates I propose are as follow:—

	RS.
Steam boats (either tugs or passenger boats) ...	20 per annum.
Budgerows	10 „
Top boats, (passenger)	5 „
Cargo boats below thirty tons burden per ton ...	3 „
Do. above do. do. do. ...	4 „

These, I think, will not be considered excessive. The cargo boats are divided into two classes, all those above thirty tons measurement being charged 1 Rupee per ton more than those below that measurement, to discourage the use of huge boats, for which the canal in its present state is quite unsuited, as much as possible. These large boats are clumsy and difficult to manage, and often cause obstruction to the navigation, while it is on their account chiefly that in ordinary seasons complaints of insufficiency of water are made. I find that in 1858 an additional toll of 1 Anna per ton was charged on all boats having a breadth in excess of ten feet, as they were said to cause obstruction to the navigation.

8. The rate of Rs. 3 per ton fixed for cargo boats will appear reasonable if looked at in this way. The license fee on a twenty-ton boat would be 60 Rs. for the whole year. Under the existing rules a twenty-ton boat would pay 5 Rs. a trip as toll, and would only have to make twelve trips a-year, or one trip a-month, to make the present toll equal to the proposed fee. It appears from paragraph 3 that in the last two years, during which the water has been exceptionally low in the canal, a boat may be assumed to make from 10·8 to 11·2 trips a-year, and in the previous year 15·6 trips. I do not believe, therefore, that the proposed rate will press too hard on the boat-owners.

9. Passenger boats are at present treated very leniently. They are assumed to be all one-ton boats, though most of them, I believe, are above this measurement, and pay only 4 Annas a trip. It is true they have not such continual employment as large boats; but at times, such as on the occasion of a festival, their receipts are very large, and I do not think the fee I have proposed is at all too high.

10. Allowing the rates proposed, I make the receipt of the canal for the year from the information given me by the Deputy-Collector and Superintendent of Tolls to be as follows:—

	RS.
10 budgerows, at 10 Rs.	100
210 top boats, at 5 Rs.	1,050
8,125 boats (up to thirty tons) at 3 Rs. per ton	24,375
2,978 do. (above do.) at 4 „ „	11,912
Total...	37,437

which revenue, it must be remembered, is a certain one at present, and may be expected to increase.

11. The establishment at present maintained for the collection of tolls is

	RS.
1 Superintendent, per mensem	100
1 Writer... ..	30
1 Shroff	10
4 Peons	28
1 Mussalchi	5
Total per mensem...	173
or per annum...	2,076

The establishment I propose is—							Rs.
1	Traffic Superintendent	...	...	...	...	...	50
1	Assistant do.	...	...	...	...	...	30
6	Peons...	...	...	...	...	...	42
Total per mensem...							122
or per annum ...							1,464

The saving on Establishment would, therefore, be Rs. 612 per annum. The Traffic Superintendent with two Peons would be continually on the move between Pulicat and the Basin; the Assistant Superintendent and two Peons between Masjid and the end of the canal northwards; and two Peons would be stationed at the Basin to keep order as much as possible, and to prevent the entrance being blocked up by empty boats. I think this establishment should be under the control of the executive officer in charge of the canal, as he is continually going up and down the canal, and would have better opportunities of looking after the men than any one else. It matters little through what department their pay is drawn, so long as the Executive Engineer has power to punish any irregularities that come to his notice.

12. As regards the measurement and registering of boats, I am inclined to think that, as all the boats at present plying on the canal have been carefully measured and marked conspicuously with a separate number and their tonnage, that it is advisable, with a view to occasioning as little inconvenience to boat-owners as possible, to retain the existing numbers, and, when new boats are brought on the canal, to measure them according to the old system, which, from the correspondence in this office, seems to have been very carefully introduced. It will be a comparatively easy matter to re-measure and number the boats at some future period, if necessary, when the new system is thoroughly understood. The officer to be appointed as Registrar of boats might be either the Executive Engineer or the Deputy-Collector. I should think it would be easier for the Executive Engineer to conduct the duties than the Deputy-Collector.

13. The form of license might be that adopted on the Godavery and Kistna. I have not the form by me, but I believe it answers every purpose.

14. The license fee payable on the Sadras Canal is only Rs. 2 per ton, and it seems but reasonable to me that the fee on the Northern Canal should be greater than that on the South Canal, when, if ever, the junction canal is cut, I think no objection would be raised to the fee on the South Canal being increased to that I now propose.

15. In conclusion, I have only to remark that the draft rules I now forward may be, and probably are, very imperfect. I only suggest such rules as have occurred to me after considering the rules adopted on the Ganges, Godavery, and Kistna Canals, and the Bills for the regulation of Navigation Canals in the North of India, with a very short experience of these canals. Should my proposals, or any modification of them be approved, I shall be happy to give every assistance in my power towards drafting rules with any alterations that may appear necessary. I should mention that a set of bye-laws have been adopted on the Godavery Canals, and that these are quite separate from the draft rules for licensing boats. I have drawn out but one set of rules, and I do not see any reason why the draft rules, which I suppose must be submitted to Government, should not contain all the regulations which it may be advisable to make.

ENCLOSURE No. 2.

ABSTRACT.—Proposed Rules for regulating Navigation on the Northern Canal.

From the Acting Collector of Chingleput, to the Acting Secretary to the Board of Revenue, dated Sydapet, 13th September 1870, No. 373.

SINCE writing my letter of the 28th July last, No. 303, I have received a copy of the rules for the licensing of boats in the Godavery District. Two of these

rules for the measurement of cargo and passenger boats may, I think, with advantage be added to the draft rules submitted with my former letter.

2. All the boats at present plying on the East Coast Canal have been measured and conspicuously marked with a separate number, and their tonnage is also clearly exhibited. I therefore deem it advisable, with a view to occasioning as little inconvenience as possible to boat-owners, to retain the existing numbers. When new boats are placed on the canal they can be measured according to the rules now proposed.

3. I also recommend the addition to Rule 8 of a penal clause for the punishment of boat-owners who over-crowd their boats.

4. A copy of the Draft Rules already sent with the additions now proposed is herewith submitted. I also enclose for approval a form of license to be granted to the owners of boats.

Proposed Rules for regulating Navigation on the Northern Canal.*

FROM and after the day of 187 no boat will be allowed to make use of the Northern Canal the owners of which have not taken out a license, as hereinafter provided, except in the cases referred to in Rule 14.

* Add "framed under the provisions of Section 22, Act I. of 1870, (Madras)."

2. Every owner or owners of a boat desirous of taking out a license to make use of the canal shall apply in person or by writing to the officer appointed by Government as Registrar of Boats, † giving the name or names, if there be more than one, of owner or owners, with place of residence and place where, and time when, the vessel or boat was built.

† For "as Registrar of Boats" substitute to "collect license fees."

3. Boats will be measured by the following rule:—

Length—At half the depth between planks and stern and fore-belts.

Breadth.—An average of four widths taken at equal distances between the same points at the same depth.

Depth of boat in centre.

4. Passenger boats will be allowed to carry one passenger for every five square-feet of deck. When passengers and goods are carried together in the same boat, five maunds of 25 lbs. each shall be considered equivalent to one passenger.

Passenger boats will be measured by the following rule—

Length—of upper deck over all.

Breadth—mean of four measurements taken at equal distances.

5. The capacity of the vessel or boat having been ascertained by measurement, the owner or owners will be

required to pay, before receiving a license, such rate per ton per annum as may be fixed by Government, provided that such rate shall not exceed, in the case of boats of or below thirty tons measurement, 3 Rupees per ton, and, in case of all boats exceeding thirty tons measurement, 4 Rs. per ton.

6. On the payment of the sum fixed as above provided, a "license" will be delivered to the owner or owners,* which license will remain in force for the period of one year, and will entitle the boat to the free use of the canal between Madras and Kistnapatam without any other payment whatever, provided that, if a boat, after the issue of the license, be enlarged, it shall not resume to ply till it has been re-measured and a new license obtained.

* After "owners" add "or his or their authorized agent or agents."

7. Each license will be numbered, and the number of the license granted for each vessel or boat must be painted in black figures, not less than four inches in length, on one side the bow of the vessel, and the tonnage prefaced by the letter T. shall be similarly marked on the other side the bow of the vessel. The above marks to be put on at the expense of the owner, who is held responsible that they are not defaced or obliterated.

8. Boats plying on the canal for the conveyance of passengers will be required to take out licenses in the manner and under the same conditions as above described. The rate charged for the license will be—

	Rs.
For a steamer	20
For a budgerow	10
For a top-boat	5

† Add "No license fee will in any case be charged for Catamarans."

The number of passengers each boat will be licensed to carry will be entered in the license, and the owner or owners or person in charge of any boat carrying a greater number than entered in the license will be liable, on conviction, to punishment under Section 282 of the Indian Penal Code.

9. Fishing boats used on the Pulicat Lake or any of the back-waters will not be required to take out a license; but if such boats make use of the canal, either by carrying cargo on it or for the purpose of fishing, beyond the limits of the Lake or Back-water, the owner or owners will be required to take out a license for them as cargo-boats.

10. Pleasure boats used on the back-waters and Pulicat Lake, and being taken to or from Madras, provided they are not moved more than once in the month, will not be required to take out a license; but, if such boats make further use of the canal, the owner or owners will be required to take out a license for them as "Top-boats."

11. Top-boats or budgerows carrying cargo will be treated as cargo-boats. On applying for a license it should be stated whether the boat is intended to carry cargo or not that it may be licensed accordingly. Should the boat be found carrying cargo without previous intimation having been given, the owner or owners will be required to take out a license for it as a cargo-boat in addition to that which has been already obtained.

12. Boats built in the neighbourhood of the canal and intended for use at sea or on the back-waters or Pulicat Lake will be allowed to pass once through the canals unloaded without any license.

13. Boats brought in for repair from the sea, the Pulicat Lake, or back-waters, will also be allowed to pass to and from the place at which they are to be repaired without any license, provided they are not carrying cargo.

14. Government steamers and boats will alone be exempted from the operations of these rules.

15. Any boat found using the canal without a license will be liable to be detained until a license as above has been obtained and paid for.

16. No party who has taken out a license shall have a claim to compensation in consequence of the closing of any part of the canal for any reasonable cause.

17. Every boat to have its license-paper always on board, and to produce the same to any Government officer having authority to ask for it.

18. If the license is not produced the boat will be stopped on the spot, and the owner obliged to take out a fresh license, for which the full fee will be charged.

19. Any boat that shall become fixed in the canal, so as to cause obstruction to the navigation, will be taken possession of by the Canal Officers and the cargo removed so that the boat may be taken out of the way of the navigation, and the boat will be detained until the charges incurred by the Canal Officer in removing the boat and cargo have been paid by the owner or owners.

I think this rule is not necessary, the case being provided for by Sections 9 and 10 of Act I. of 1870.

20. Any boat found abandoned or sunk in the canals will be taken possession of by the Canal Officers, and will be detained until the charges incurred by the Canal Officers in respect of the boat are re-paid by the owner or owners.

See remark on Rule 19.

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21. Any boat causing damage to the bridges or masonry works on the canal will be detained and the license suspended until the cost of the necessary repairs have been paid by the owner.

22. No cargo-boats are allowed to moor in the canal when in the neighbourhood of a boat Basin, or Lie-by.

23. No boats are allowed to moor in the canal within 150 yards of the entrance of the canal from Pulicat Lake.

24. No boats are allowed to moor within 100 yards of a Lock.

25. Boats when moored are to have their masts down to be made fast to the bank in single row head and stem, and to be left in charge of a man.

26. No person is allowed to touch the Lock valves, shutters, or their machinery except the Lock servants.

27. When boats meet, the boat going with the wind, or, in case there is no wind, with the tide, to give way, the boat going against the wind or tide to hold its course.

28. In going the same way, cargo boats to give way to passenger boats.

29. Infringement of rules with regard to mooring boats, etc., for which no penalty has been provided above, will subject the owner to the following penalty—

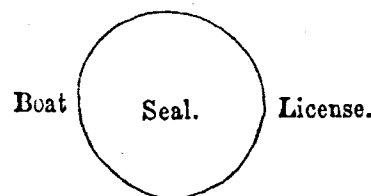
First offence—Suspension of license for not more than 2 months.

Second do. — do. of do. for do. 4 „

Third do. — do. of do. for do. 6 „

(Signed) W. T. BLAIR,
Acting Collector.

ENCLOSURE No. 1.



Registered No. ———.

The bearer hereof,
Canal until

, is hereby licensed to navigate the Northern
with the boat registered as follows :—

Number	...	...	...	...	...	...
Name of boat	...	...	...	...	...	...
Tonnage	...	...	...	...	...	...
Number of passengers licensed to convey (without cargo)...						

REGISTRAR'S OFFICE,

Registrar.

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IN their Proceedings of 19th March 1869, No. 912, the Government called for a report regarding the alleged evasion of toll dues on Cochrane's Canal, and also desired that a set of draft rules for the control of boats using canals in Madras and Nellore might be submitted.

2. In their Proceedings of 9th February 1870, No. 182, Government sanctioned the reduction of the rate of toll on the canal, and called for information regarding the traffic on the canal and for a report concerning a proposal made by Mr. Thornhill to the effect that a system of granting licenses should be substituted for the present toll system.

3. These orders of Government were communicated to the Collectors of Madras and Nellore, and the first two of the foregoing letters are their replies.

4. With his letter, dated 13th September, the Acting Collector of Chingleput submits some additional rules for the control of boats and also a form for the license which it is proposed to issue.

5. These three letters are herewith submitted for the information and orders of Government with the Board's recommendation that the course proposed be adopted and the draft rules sanctioned.

6. Under the present arrangements boats using the canal north of Madras only pay toll if they pass the Shadayencoopum Lock, which is close to Madras, and may ply continually between Dugarazupatam and Ennore without contributing in any way towards the maintenance of the canal.

7. The only way of remedying this, should the license-system not be approved, would be by establishing two more stations for the collection of tolls, namely, at Pulicat and at the entrance to the northern branch of the canal from the Pulicat Lake.

8. Both these places are out of reach of control, and the equitable management of the tolls would be doubtful.

9. The cost of the establishments which would be needed would be very large, whereas the proposed arrangement would involve less expense than the present one, and might well be further reduced by fixing the pay of the Traffic Superintendent and his Assistant at Rs. 70 and 50 respectively *including batta*. The Acting Collector of Chingleput seems, however, to think that no one superior to a lascar is required at the lock. The Board doubt this, and request him to report again after consulting the Executive Engineer.

10. The Board consider that the proposed establishment should be under the control of the Executive Engineer, who should be appointed Registrar of Boats, the financial part of the work being conducted by the Collectors of Chingleput and Nellore.

11. The Salt establishment might also be required to assist in preventing the evasion of license dues.

12. The Board deem it right to express their opinion that Captain Hasted deserves great credit for the careful and clear report which has been submitted with the letter from the Acting Collector of Chingleput, dated the 28th July.

*Proceedings of the Madras Government, Revenue Department,
1st February 1871.*

No. 14. Proceedings of the Board of Revenue, dated 17th January 1871, No. 233.

Read the following letter from the Acting Collector of the Chingleput District, to the Acting Secretary to the Board of Revenue, dated Sydapet, 3rd November 1870, No. 468.

With reference to paragraph 9 of the Proceedings of the Board, dated the 12th ultimo, No. 6,076, I have the honour to forward copy of a letter from the Executive Engineer, East Coast Canal, from which the Board will perceive that Mr. Harington is of opinion that there should be at the Shadiancoopum Lock a man having authority over the lascars on a salary of Rs. 12, and that the salary of all the lascars may be the same, namely, Rs. 7 a-month.

2. I therefore beg to recommend that the establishment for the lock proposed in my letter of the 28th July last, No. 303, should be altered as follows:—

	RS.
One Lock Superintendent	12
Four Lascars, at Rs. 7 each	28
Total ...	40

ENCLOSURE No. 1.

From the Executive Engineer, East Coast Canal Range, Chingleput District, to the Acting Collector of Chingleput, dated Egmore, 2nd November 1870, No. 186.

In acknowledging the receipt of your No. 290, dated 24th ultimo, I have the honour to state that in my judgment a man having some sort of authority over the lascars should be appointed to the charge of the lock at Shadiancoopum. His salary need not, I think, be more than Rs. 12 per mensem; but for this pay, though small, a man could be found who could write a fair report in Tamil, look after the state of the lock, be in a manner responsible for its condition, and see that the lascars performed their duties properly. The number of lascars should not, I think, be less than four, at 7 Rs. each.

SUBMITTED to Government with reference to paragraph 9 of the Board's Proceedings, dated 12th October 1870, No. 6,076.

2. The Executive Engineer in charge of the canal works is of opinion that a man who can write a fair report in Tamil, look after the state of the Shadiancoopum lock, and exercise some sort of authority over the lascars should be appointed on a monthly salary of Rs. 12, and that the number of lascars should not be less than four, at 7 Rs. each.

3. The Board infer from the description of the duties expected of the head man at the lock that he should be a Gumasta, and as the minimum rate of salary drawn by the Gumastas generally in the districts is Rs. 15 a-month, the Board would raise the proposed salary of the Lock Gumasta from Rs. 12 to 15, so as to secure the services of an efficient man.

*Proceedings of the Madras Government, Revenue Department,
1st February 1871.*

No. 15. ORDER THEREON, 1st February 1871, No. 213.

Miscellaneous.

THE Government approve and sanction the proposed system of registration and license for the boats plying on the "Cochrane and East Coast Canal" north from Madras. The rates of license fee will apply to all boats without reference to distance, and the exceptional rate of toll sanctioned for boats plying within Cochrane's canal only will merge in them.

2. It is observed that the *daily* charge at the existing *reduced* rate, for the job which led to the reduction (in which a 5-ton boat made four trips a-day) would be equal to the *monthly* charge under the proposed license fee system, and considering the loan engagements which this Government have assumed for the canal extension works with the Supreme Government, the Board will be desired to re-consider the proposed rates of fee, and to modify them so as to yield an estimated revenue of Rs. 40,000 yearly, submitting the result of their deliberations for the confirmation of Government. It is observed that Captain Hasted estimates his proposed rates to produce Rs. 37,437 yearly.

3. The Board will, at the same time, consider whether it is advisable to allow payments half-yearly or by instalments with reference to the amount of the annual license fee which, in the case of a 20-ton boat, will be Rs. 60 yearly at Captain Hasted's rates.

4. The Board do not expressly state whether they desire to apply Act I. of 1870 (Madras) to the particular line of navigation; but assuming that this is intended, they will submit the draft Notification, and make such slight alterations in the draft rules as may be necessary to bring them into accordance with the Act.

5. Their attention is also drawn to the provisions of Section 9, regarding the appointment of a Supervisor, the powers conveyed by which section cannot be delegated under Section 31. As the Traffic Superintendent under Captain Hasted's scheme would have to perform some of the duties assigned by the Section to the Supervisor, it would seem necessary that the appointment should be made by Government.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue.
,, the Department Public Works.

Ed. F. R. Bantleman.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 17th January 1871.

Read the following letter from W. T. BLAIR, Esq., Acting Collector of the Chingleput District, to the Acting Secretary to the Board of Revenue, dated Sydapet, 3rd November 1870, No. 468:—

With reference to paragraph 9 of the Proceedings of the Board, dated the 12th ultimo, No. 6,076, I have the honour to forward copy of a letter from the Executive Engineer, East Coast Canal, from which the Board will perceive that Mr. Harington is of opinion that there should be at the Shadiancoopum Lock a man having authority over the lascars on a salary of Rupees 12, and that the salary of all the lascars may be the same, namely, Rupees 7 a month.

2. I, therefore, beg to recommend that the establishment for the lock proposed in my letter of the 28th July last, No. 303, should be altered as follows:—

	RS.
One Lock Superintendent	12
Four Lascars, at Rupees 7 each	28
Total...	40

ENCLOSURE No. 1.

From W. S. HARRINGTON, Esq., Executive Engineer, East Coast Canal Range, Chingleput District, to the Acting Collector of Chingleput, dated Egmore, 2nd November 1870, No. 186.

In acknowledging the receipt of your No. 290, dated 24th ultimo, I have the honour to state that in my judgment a man having some sort of authority over the lascars should be appointed to the charge of the lock at Shadiancoopum. His salary need not, I think, be more than Rupees 12 per mensem; but for this pay, though small, a man could be found who could write a fair report in Tamil, look after the state of the lock, be in a manner responsible for its condition, and see that the lascars performed their duties properly. The number of lascars should not, I think, be less than four, at 7 Rupees each.

(True Copy.)

(Signed) W. T. BLAIR,
Acting Collector.

SUBMITTED to Government with reference to paragraph 9 of the Board's Proceedings, dated 12th October 1870, No. 6,076.

2. The Executive Engineer in charge of the Canal works is of opinion that a man who can write a fair report in Tamil, look after the state of the Shadiancoopum Lock, and exercise some sort of authority over the lascars should be appointed on a monthly salary of Rupees 12, and that the number of lascars should not be less than four, at 7 Rupees each.

3. The Board infer from the description of the duties expected of the head man at the lock that he should be a Goomastah, and, as the minimum rate of salary drawn by the Goomastahs generally in the districts is Rupees 15 a month, the Board would raise the proposed salary of the Lock Goomastah from Rupees 12 to 15, so as to secure the services of an efficient man.

(True Copies and Extract.)

J. G. G. G.
Acting Secretary.

To the Secretary to Government, Revenue Department.

Copy to the Acting Collector of Chingleput.
.. to the Collector of Nellore.
.. to the Superintending Engineer, 4th Division.

Exd. A. S. Rodgers.

With Cms 29/1/71.

Govt. of 1871

REVENUE.

THE BOARD OF REVENUE.

Ac, E, Ac.

Dated February 1st.

Recd.

Ac.

O. O., 1st February 1871, No. 213.

FEBRUARY.

Nos. 13-15.

Collected on the subject of submitting the system of granting licenses for the present toll system, with orders thereon.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 12th October 1870.

Read the following letter from C. G. MASTER, Esq., Officiating Collector of Nellore, to the Acting Secretary to the Board of Revenue, dated 14th May 1870, No. 1,044:—

I HAVE the honour to acknowledge the receipt of the Board's Proceedings, No. 1,511, dated 3rd March 1870, requesting me to report on the state of the traffic in that portion of Cochrane's Canal which lies within this district, and to state, in communication with the Executive Engineer, what arrangements may be made for the collection of tolls, so that all boats making use of the canal should be made to contribute towards its maintenance.

2. In his arzee, dated 12th April 1870, No. 258-1,060, the Gudur Tahsildar reports that paddy, chillies, turmeric, firewood, and palmyra leaves are exported to Madras from Dugarazupatam, and that from Sriharikota firewood is exported chiefly; but there is no information either in the Revenue or Sea Customs Department as to the quantity exported or the profit realized.

3. The canal is now opened up to Siddavaram, i. e., about seven miles north of Dugarazupatam and within ten miles or so of the backwater at Kistnapatam.

4. On a reference made to the Executive Engineer, East Coast Canal, he sent me, with his letter, dated 25th ultimo, No. 29, copy of a letter addressed by him on the same date to the Collector of Madras; transcript of this is enclosed. I entirely agree with Captain Hasted in thinking that the license system as in vogue in the Godavery and Kistna Deltas should be universally adopted in lieu of the method hitherto in vogue at one extremity of the northern branch of the East Coast Canal.

ENCLOSURE No. 1.

From Captain J. O. HASTED, R. E., Executive Engineer, East Coast Canal Range, Madras, to the Collector of Madras, dated Sadras Canal, 25th April 1870, No. 20.

WITH reference to your memorandum, No. 68, dated 5th instant, I have the honour to inform you that there is no information in this office regarding the amount of traffic on the canal independent of that which passes the lock. Such traffic undoubtedly exists to some extent, but I have had so short an experience of the canal that I cannot give an opinion as to the extent. On the two occasions that I have been up to the extension of the canal beyond Dugarazupatam I have noticed that, after passing the Sriharikota jungles, very few boats of any sort are met with.

2. As it is probable that the canal will be this year extended to within a few miles of Kistnapatam, and, after a short time, to within seventeen miles of Nellore, it may be expected that traffic will soon be very much heavier.

3. The present system of levying tolls seems to me to be objectionable; it necessitates the employment of a considerable establishment, gives the Lock establishment a great deal of harassing work, and causes annoyance and occasional delay to the boatmen, besides giving an opening to attempts to evade the toll. I consider that it would be better to make all boats on the canal pay a license-tax, as is done on the Southern Canal and also on the Kistna and Godavery Canals. On the Southern Canal the license fee is 2 Rupees per ton of boat measurement for all boats. On the Kistna Canal, if I remember rightly, it is 1 Rupee per ton of boat measurement for all Cargo boats, and 1 Rupee per head carried for Passenger Boats; these latter were entirely covered over and the fee fixed by a measurement of the roof. The system and rates now prevailing on the Sadras Canal might probably be adopted, and it is very desirable, with the prospect of the canals being some day connected, that the rates should be the same; but, from a return I find in this office of the canal receipts in past years and statement of the number of boats using the canal, it would appear that at these rates the receipts would be considerably less than they have been. I am not in possession of the actual number or tonnage of the boats, but I conclude that you have that information, and would suggest a consideration of this point.

Rev. 1871. Oct. 11.

Board of Revenue,

MADRAS. No. 225

PROCEEDINGS, 17th JANUARY 1871, No. 233.

Copy 24 Jan 4/71

Received 21.2

Encl.

JANUARY.

No. 233.

S. as per 225-1864/71

Establishment.—Letter from Collector of Chingleput, requesting that certain alterations may be made in establishment proposed by him, for Shadencoopum Lock, submitted to Government, with remarks.

P. P. M. S. 1871

4. The fee of 2 Rupees per ton seems sufficient for all boats of small tonnage, but I think an increased rate might be charged for very large boats, say upwards of twenty-five tons. Many of the huge Firewood and Shell Boats are laden to the utmost they will carry, and, in this state, draw as much as three-and-a-half feet of water, and at times almost block up the navigation and cause delay to other boats passing. The use of such boats should be discouraged as much as possible.

5. The canal is not fitted for such traffic.

6. No boat should draw more than three feet.

7. The establishment that would be required would probably be one Traffic Superintendent on 50 Rupees and two peons south of Pulicat Lake, and one Assistant Traffic Superintendent on 40 Rupees and two peons north of the lake, also two peons to be in continual attendance at the Basin to keep order, as far as possible, among the boats.

8. Fishing Boats used exclusively on the Pulicat Lake, and Pleasure Boats, etc., in Ennore Backwater, need not be required to take out a license; the superintendence I have proposed is sufficient to prevent any attempt to run cargo down the canal on such boats, and, if the establishment is under the Revenue Department, an additional check may be had by authorizing the Executive Engineer to stop all boatmen unable to produce a license.

(True Copy.)

(Signed) C. G. MASTER,
Officiating Collector.

From W. T. BLAIR, Esq., Acting Collector of Chingleput, to the Acting Secretary to the Board of Revenue, dated Sydapet, 29th July 1870, No. 303.

With reference to paragraph 2 of the Board's Proceedings, dated the 3rd March last, No. 1,511, I have the honour to state that there is no information either in this office or in that of the Executive Engineer in charge of Cochrane's Canal regarding the amount of traffic on the canal independent of that which passes the lock and pays the regular tolls.

2. The present system of levying tolls at the Basin appears to me to be objectionable both because all boats plying on the canal to the north of the lock evade the payment of the toll and because attempts are made by some of the boatmen to escape payment even at the Basin.

3. I am, therefore, of opinion that the system of licensing boats now in force on the Southern Canal should be introduced in the Northern Canal.

4. I have consulted Captain Hasted on the subject, and forward, herewith, copy of his letter, dated 14th July 1870, No. 94, for the Board's information.

5. I entirely approve of all Captain Hasted's proposals, and recommend that the rates proposed by him should be sanctioned.

6. According to the rates now recommended the revenue of the canal will amount to Rupees 37,437 per annum. The average toll collections for the past six years amount to Rupees 37,853, as shown in the subjoined statement. From this it will be seen that the proposed system of licensing boats will involve no loss to Government, but may perhaps prove slightly remunerative, as boats now plying to the north of the lock will have hereafter to pay the license fees:—

Canals.	COLLECTIONS IN							Average per Annum.
	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	Total.	
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Northern Canal...	37,936 12 0	40,188 5 0	41,945 6 9	44,543 4 3	30,861 2 6	31,640 11 2	2,27,115 9 9	37,853 9 7
Southern Canal...	1,244 13 2	1,817 8 11	874 0 0	1,273 12 11	1,286 12 0	1,284 8 10	7,881 7 10	1,313 9 8
Total...	39,181 9 2	42,005 13 11	42,819 6 9	45,817 1 1	32,147 14 6	32,925 4 12	3,34,997 1 7	39,166 2 10

7. Captain Hasted also proposes to do away with the present Toll establishment and to entertain two Traffic Superintendents on Rupees 50 and 30 per month, one to be continually moving between the Basin and the Pulicat Lake, and the other between Musjid and the end of the canal northwards. As these officers will be required to be constantly on the move and will have to keep a boat each, I think that their salaries should not be less than Rupees 70 and 50, with a permanent

batta of one-fourth of their pay. The present Toll establishment, inclusive of that at the lock, costs Rupees 241* per month. The cost of the establishment now proposed will only amount to Rupees 215 as per margin; a saving will thus be effected of Rupees 26 a month.

8. I beg to recommend that Act I. of 1870, providing for the collection of license fees on canals, be put in force in the Madras, Chingleput, and Nellore Districts. I also think that the Deputy Collector in charge of the Salt Department in the Chingleput and Nellore Districts should be authorized to issue licenses and collect fees under Section 7, and should be appointed Supervisors of the canal under Section 9 of the Act.

9. A set of rules drawn up by Captain Hasted is herewith forwarded. I have suggested a few modifications in the rules which appear to me to be advisable.

10. With reference to paragraph 3 of the Board's Proceedings under reply I beg to state that by some oversight the Deputy Collector's letter of 23rd March 1868 appears to have been delayed in this office. As regards paragraph 4 I beg to inform the Board that a license fee of Rupees 2 per ton is levied on all boats plying on the Southern Canal, a distance of forty miles. The total number of boats now licensed is ninety-three and the amount of revenue realized in Fasli 1278 was Rupees 1,167-8-0.

ENCLOSURE No. 1.

From Captain J. O. HASTED, R.E., Executive Engineer, East Coast Canal Range, Chingleput District, to the Acting Collector of Chingleput, dated Nungumbaukum, 14th July 1870, No. 94.

With reference to your letter, No. 124, dated 1st January 1870, forwarding copies of communications addressed to the Executive Officer lately in charge of the canals on the subject of tolls, I have the honour to forward, after consultation with the Deputy Collector of Madras and consideration of such returns as I have been able to obtain, a draft of the rules I propose to put in force for the regulation of navigation on the Northern Canal, and which clearly state the toll proposed to be levied.

2. The revenue derived from the canal for the past three years I am informed is as follows:—

	RS.
In 1867-68	44,543
In 1868-69	30,861
In 1869-70	31,738

The falling off in the last two years I believe to have been caused by the canal having been, in consequence of continued dry weather, closed for some months to traffic, but it would appear that the revenue in 1867-68 is considerably above the average. The cause of this is probably an increased salt traffic during that year.

3. The number of boats at present making use of the canal is 697:—

Cargo Boats	477
Top Boats and Budgerows	220
Total...	697

The Cargo Boats vary from two tons to forty tons, and the Top Boats are all rated as one-ton boats. The total tonnage on the canal is 11,323 tons.

The toll being, as I have informed, 4 Annas per ton, whatever the cargo may be, on all boats bringing cargo south of the Shadayencoopum Lock, it follows, therefore, supposing that the present tonnage has been plying on the canal for the past three years, that in 1867-68 each ton paid toll 15.6 times or made 15.6 trips; in 1868-69, 10.8 times or made 10.8 trips; in 1869-70, 11.2 times or made 11.2 trips.

4. As stated in my letter, No. 20, dated 25th April 1870, I am of opinion that a license fee, as at present levied on the Godavery and Kistna Canals and also on the Sadras Canal, would be preferable to the system of tolls now in use, and in this opinion the Deputy Collector of Madras concurs. In fixing the amount of the tax I have carefully considered the figures given above, my object being to make the tax acceptable, as far as possible, to boat-owners, and, at the same time, to secure for Government the highest amount of revenue consistent with the development of navigation.

5. Complaints have been made, and are referred to in Mr. Fane's letter to the Executive Engineer in charge of the canal, of the payment of canal dues having been evaded, and my attention has been called specially to this point. It was proposed by Mr. Fraser to extend the establishment already employed in collecting tolls and to establish toll bars at two places to the north of the lock so as to catch the traffic between villages lying to the north and prevent, to some extent, this evasion of dues. I should prefer myself to do away with the Toll establishment rather than extend it, as it gives great opportunities for abuse; and I believe the system of licensing boats will do more to prevent the evasion of dues than any extension of the present establishment.

6. The licensing of boats, I propose, should come into force on a certain day due notice of which must be given, and licenses which will remain in force for one year will be granted on payment of the fee fixed. The rules I have drawn up, several of which are taken from the rules for licensing boats on the canal in the Godavery District, approved by Government in 1863, show the proposed arrangements, and it remains only to fix the rates to be charged and to decide on the necessary arrangements for registering the boats and issuing licenses.

7. The rates I propose are as follow:—

	RS.
Steam Boats (either Tugs or Passenger Boats)	20 per annum.
Budgerows	10 "
Top Boats, (Passenger)	5 "
Cargo Boats below thirty tons burden, per ton	3 "
Do. above do. do. do.	4 "

These, I think, will not be considered excessive. The Cargo Boats are divided into two classes, all those above thirty tons measurement being charged 1 Rupee per ton more than those below that measurement, to discourage the use of huge boats, for which the canal in its present state is quite unsuited, as much as possible. These large boats are clumsy and difficult to manage and often cause obstruction to the navigation, while it is on their account chiefly that in ordinary seasons complaints of insufficiency of water are made. I find that in 1858 an additional toll of 1 Anna per ton was charged on all boats having a breadth in excess of ten feet, as they were said to cause obstruction to the navigation.

8. The rate of Rupees 3 per ton fixed for Cargo Boats will appear reasonable if looked at in this way. The license fee on a twenty-ton boat would be 60 Rupees for the whole year. Under the existing rules a twenty-ton boat would pay 5 Rupees a trip as toll, and would only have to make twelve trips a year, or one trip a month, to make the present toll equal to the proposed fee. It appears from paragraph 3 that in the last two years, during which the water has been exceptionally

low in the canal, a boat may be assumed to make from 10.8 to 11.2 trips a year, and in the previous year 15.6 trips. I do not believe, therefore, that the proposed rate will press too hard on the boat-owners.

9. Passenger Boats are at present treated very leniently. They are assumed to be all one-ton boats, though most of them, I believe, are above this measurement, and pay only 4 Annas a trip. It is true they have not such continual employment as large boats; but at times, such as on the occasion of a festival, their receipts are very large, and I do not think the fee I have proposed is at all too high.

10. Allowing the rates proposed, I make the receipt of the canal for the year, from the information given me by the Deputy Collector and Superintendent of Tolls, to be as follows,

	RS.
10 Budgerows, at 10 Rupees	100
210 Top Boats, at 5 Rupees	1,050
8,125 Boats (up to thirty tons) at 3 Rupees per ton	24,375
2,978 do. (above do.) at 4 " "	11,912
Total...	37,437

which revenue, it must be remembered, is a certain one at present, and may be expected to increase.

11. The establishment at present maintained for the collection of tolls is

	RS.
1 Superintendent, per mensem	100
1 Writer	30
1 Shroff	10
4 Peons	28
1 Mussalchi	5

Total, per mensem... 173.
or per annum... 2,076

The establishment I propose is

	RS.
1 Traffic Superintendent	50
1 Assistant do.	30
6 Peons	42

Total, per mensem... 122
or per annum... 1,464

The saving on Establishment would, therefore, be Rupees 612 per annum. The Traffic Superintendent with two peons would be continually on the move between Pulicat and the Basin; the Assistant Superintendent and two peons between Musjed and the end of the canal northwards; and two peons would be stationed at the Basin to keep order as much as possible and to prevent the entrance being blocked up by empty boats. I think this establishment should be under the control of the executive officer in charge of the canal, as he is continually going up and down the canal, and would have better opportunities of looking after the men than any one else. It matters little through what department their pay is drawn so long as the Executive Engineer has power to punish any irregularities that come to his notice.

12. As regards the measurement and registering of boats, I am inclined to think that, as all the boats at present plying on the canal have been carefully measured and marked conspicuously with a separate number and their tonnage, that it is advisable, with a view to occasioning as little inconvenience to boat-owners as possible, to retain the existing numbers, and, when new boats are brought on the canal, to measure them according to the old system, which, from the correspondence in this office, seems to have been very carefully introduced. It will be a comparatively easy matter to re-measure and number the boats at some future period, if necessary, when the new system is thoroughly understood. The officer to be appointed as Registrar of Boats might be either the Executive Engineer or the Deputy Collector. I should think it would be easier for the Executive Engineer to conduct the duties than the Deputy Collector.

13. The form of license might be that adopted on the Godavery and Kistna. I have not the form by me, but I believe it answers every purpose.

14. The license fee payable on the Sadras Canal is only Rupees 2 per ton, and it seems but reasonable to me that the fee on the Northern Canal should be greater than that on the South Canal, when—if ever—the junction canal is cut, I think no objection would be raised to the fee on the South Canal being increased to that I now propose.

15. In conclusion, I have only to remark that the draft rules I now forward may be, and probably are, very imperfect. I only suggest such rules as have occurred to me after considering the rules adopted on the Ganges, Godavery, and Kistna Canals, and the Bills for the regulation of Navigation Canals in the North of India, with a very short experience of these canals. Should my proposals, or any modification of them, be approved, I shall be happy to give every assistance in my power towards drafting rules with any alterations that may appear necessary. I should mention that a set of bye-laws have been adopted on the Godavery Canals, and that these are quite separate from the draft rules for licensing boats. I have drawn out but one set of rules, and I do not see any reason why the draft rules, which I suppose must be submitted to Government, should not contain all the regulations which it may be advisable to make.

(True Copy.)

(Signed) W. T. BLAIR,
Acting Collector.

ENCLOSURE No. 2.

ABSTRACT.—Proposed Rules for regulating Navigation on the Northern Canal.

From W. T. BLAIR, Esq., Acting Collector of Chingleput, to the Acting Secretary to the Board of Revenue, dated Sydapet, 13th September 1870, No. 373.

SINCE writing my letter of the 28th July last, No. 303, I have received a copy of the rules for the licensing of boats in the Godavery District. Two of these rules for the measurement of Cargo and Passenger Boats may, I think, with advantage be added to the draft rules submitted with my former letter.

2. All the Boats at present plying on the East Coast Canal have been measured and conspicuously marked with a separate number, and their tonnage is also clearly exhibited. I, therefore, deem it advisable, with a view to occasioning as little inconvenience as possible to Boat-owners, to retain the existing numbers. When new boats are placed on the canal they can be measured according to the rules now proposed.

3. I also recommend the addition to rule 8 of a penal clause for the punishment of Boat-owners who overcrowd their boats.

4. A copy of the draft rules already sent with the additions now proposed is herewith submitted. I also enclose for approval a form of license to be granted to the owners of boats.

*Proposed Rules for regulating Navigation on the Northern Canal.**

From and after the day of 187 no Boat will be allowed to make use of the Northern Canal the owners of which have not taken out a license, as hereinafter provided, except in the cases referred to in Rule 14.

2. Every owner or owners of a Boat desirous of taking out a license to make use of the Canal shall apply in person or by writing to the Officer appointed by Government as Registrar of Boats, † giving the name or names, if there be more than one, of owner or owners, with place of residence and place where, and time when, the Vessel or Boat was built.

* Add “framed under the provisions of Section 22, Act I. of 1870, (Madras).”

† For “as Registrar of Boats” substitute to “collect license fees.”

3. Boats will be measured by the following rule—

Length—At half the depth between planks and stem and fore-bulk.

Breadth—An average of four widths taken at equal distances between the same points at the same depth.

Depth of Boat in centre.

4. Passenger Boats will be allowed to carry one passenger for every five square feet of deck. When passengers and goods are carried together in the same Boat, five mounds of 25 lbs. each shall be considered equivalent to one passenger.

Passenger Boats will be measured by the following rule—

Length—of upper deck over all.

Breadth—mean of four measurements taken at equal distances.

5. The capacity of the Vessel or Boat having been ascertained by measurement, the owner or owners will be required to pay, before receiving a license, such rate per ton per annum as may be fixed by Government, provided that such rate shall not exceed, in the case of Boats of or below thirty tons measurement, 3 Rupees per ton, and, in case of all Boats exceeding thirty tons measurement, 4 Rupees per ton.

6. On the payment of the sum fixed as above provided, a “license” will be delivered to the owner or owners,* which license will remain in force for the period of one year, and will entitle the Boat to the free use of the Canal between Madras and Kistnapatam without any other payment whatever, provided that, if a Boat, after the issue of the license, be enlarged, it shall not resume to ply till it has been re-measured and a new license obtained.

* After “owners” add “or his or their authorized agent or agents.”

7. Each license will be numbered, and the number of the license granted for each Vessel or Boat must be painted in black figures, not less than four inches in length, on one side the bow of the Vessel, and the tonnage prefaced by the letter T shall be similarly marked on the other side the bow of the vessel. The above marks to be put on at the expense of the owner, who is held responsible that they are not defaced or obliterated.

8. Boats plying on the Canal for the conveyance of passengers will be required to take out licenses in the manner and under the same conditions as above described. The rate charged for the license will be

	RS.
For a Steamer	20
For a Budgerow	10
For a Top Boat	5

†

† Add “No license fee will in any case be charged for Catamarans.”

The number of passengers each Boat will be licensed to carry will be entered in the license, and the owner or owners, or person in charge of any Boat carrying a greater number than entered in the license, will be liable, on conviction, to punishment under Section 282 of the Indian Penal Code.

9. Fishing Boats used on the Pulicat Lake or any of the backwaters will not be required to take out a license; but, if such Boats make use of the Canal, either by carrying cargo on it or for the purpose of fishing,

beyond the limits of the Lake or Backwater, the owner or owners will be required to take out a license for them as Cargo Boats.

10. Pleasure Boats used on the Backwaters and Pulicat Lake, and being taken to or from Madras, provided they are not moved more than once in the month, will not be required to take out a license; but, if such Boats make further use of the Canal, the owner or owners will be required to take out a license for them as "Top Boats."

11. Top Boats or Budgerows carrying cargo will be treated as Cargo Boats. On applying for a license it should be stated whether the Boat is intended to carry cargo or not, that it may be licensed accordingly. Should the Boat be found carrying cargo without previous intimation having been given, the owner or owners will be required to take out a license for it as a Cargo Boat in addition to that which has been already obtained.

12. Boats built in the neighbourhood of the Canal and intended for use at Sea or on the Backwaters or Pulicat Lake will be allowed to pass once through the Canals unloaded without any license.

13. Boats brought in for repair from the Sea, the Pulicat Lake, or Backwaters, will also be allowed to pass to and from the place at which they are to be repaired without any license, provided they are not carrying cargo.

14. Government Steamers and Boats will alone be exempted from the operations of these rules.

15. Any Boat found using the Canal without a license will be liable to be detained until a license as above has been obtained and paid for.

16. No party who has taken out a license shall have a claim to compensation in consequence of the closing of any part of the Canal for any reasonable cause.

17. Every Boat to have its license-paper always on board, and to produce the same to any Government Officer having authority to ask for it.

18. If the license is not produced the Boat will be stopped on the spot and the owner obliged to take out a fresh license, for which the full fee will be charged.

19. Any Boat that shall become fixed in the Canal, so as to cause obstruction to the navigation, will be taken possession of by the Canal Officers and the cargo removed so that the Boat may be taken out of the way of the navigation, and the Boat will be detained until the charges incurred by the Canal Officer in removing the Boat and cargo have been paid by the owner or owners.

20. Any Boat found abandoned or sunk in the Canals will be taken possession of by the Canal Officers and will be detained until the charges incurred by the Canal Officers in respect of the Boat, are re-paid by the owner or owners.

21. Any Boat causing damage to the bridges or masonry works on the Canal will be detained and the license suspended until the cost of the necessary repairs have been paid by the owner.

22. No Cargo Boats are allowed to moor in the Canal when in the neighbourhood of a Boat, Basin, or Lie-by.

23. No Boats are allowed to moor in the Canal within 150 yards of the entrance of the Canal from Pulicat Lake.

24. No Boats are allowed to moor within 100 yards of a Lock.

I think this rule is not necessary, the case being provided for by Sections 9 and 10 of Act I. of 1870.

See remark on Rule 19.

25. Boats when moored are to have their masts down, to be made fast to the bank in single row head and stem, and to be left in charge of a man.

26. No person is allowed to touch the Lock valves, shutters, or their machinery, except the Lock servants.

27. When Boats meet, the Boat going with the wind, or, in case there is no wind, with the tide, to give way, the Boat going against the wind or tide to hold its course.

28. In going the same way, Cargo Boats to give way to Passenger Boats.

29. Infringement of rules with regard to mooring Boats, etc., for which no penalty has been provided above, will subject the owner to the following penalty—

First offence—Suspension of license for not more than 2 months.

Second do. — do. of do. for do. 4 "

Third do. — do. of do. for do. 6 "

(Signed) W. T. BLAIR,
Acting Collector.

ENCLOSURE No. 1.

Boat Seal License.

Registered No. —

The bearer hereof,
Canal until

is hereby licensed to navigate the Northern
with the Boat registered as follows:—

Number

Name of Boat

Tonnage

Number of Passengers licensed to convey (without cargo)...

REGISTRAR'S OFFICE,

Registrar.

In their Proceedings of 19th March 1869, No. 912, the Government called for a report regarding the alleged evasion of toll dues on Cochrane's Canal, and also desired that a set of draft rules for the control of boats using canals in Madras and Nellore might be submitted.

2. In their Proceedings of 9th February 1870, No. 182, Government sanctioned the reduction of the rate of toll on the canal, and called for information regarding the traffic on the canal and for a report concerning a proposal made by Mr. Thornhill to the effect that a system of granting licenses should be substituted for the present toll system.

3. These orders of Government were communicated to the Collectors of Madras and Nellore, and the first two of the foregoing letters are their replies.

4. With his letter, dated 13th September, the Acting Collector of Chingleput submits some additional rules for the control of boats and also a form for the license which it is proposed to issue.

5. These three letters are herewith submitted for the information and orders of Government with the Board's recommendation that the course proposed be adopted and the draft rules sanctioned.

6. Under the present arrangements boats using the canal north of Madras only pay toll if they pass the Shadayencoopum Lock, which is close to Madras, and may ply continually between Dugarazupatam and Ennore without contributing in any way towards the maintenance of the canal.

7. The only way of remedying this, should the license system not be approved, would be by establishing two more stations for the collection of tolls, namely, at Pulicat and at the entrance to the northern branch of the canal from the Pulicat Lake.

8. Both these places are out of reach of control, and the equitable management of the tolls would be doubtful.

9. The cost of the establishments which would be needed would be very large, whereas the proposed arrangement would involve less expense than the present one, and might well be further reduced by fixing the pay of the Traffic Superintendent and his Assistant at Rupees 70 and 50 respectively including *batta*. The Acting Collector of Chingleput seems, however, to think that no one superior to a lascar is required at the lock. The Board doubt this, and request him to report again after consulting the Executive Engineer.

10. The Board consider that the proposed establishment should be under the control of the Executive Engineer, who should be appointed Registrar of Boats, the financial part of the work being conducted by the Collectors of Chingleput and Nellore.

11. The Salt establishment might also be required to assist in preventing the evasion of license dues.

12. The Board deem it right to express their opinion that Captain Hasted, deserves great credit for the careful and clear report which has been submitted with the letter from the Acting Collector of Chingleput dated the 28th July.

(True Copies and Extract.)

J. G. Cole
Acting Secretary.

To the Acting Secretary to Government, Revenue Department,
with one original enclosure.

- .. the Officiating Collector of Nellore.
- .. the Acting Collector of Chingleput.
- .. the Executive Engineer, East Coast Canal.

Exd. A. S. Rodgers.

Cochrane's Canal—Letters from Collector of Nellore and Chingleput regarding traffic on, and substitution of system of granting licenses for present toll system, submitted to Government, together with draft rules for control of boats and a form for license which it is proposed to issue.

OCTOBER.
No. 6,076.

Recd 213-1870/11

Received 21.10

Dec 22 1870

PROCEEDINGS, 12TH OCTOBER 1870, No 6,076.

MADRAS. 11-3271

BOARD OF REVENUE,

1870. *1870. 1870.*

27/3
Proposed Rules for regulating

* add "framed under the provisions Navigation on the Northern Canal.
of Section 22 Act 1 of 1870 (Madras)."

1. From and after the day of

187 no boat will be allowed to

make use of the Northern Canal,

the owners of which have not taken

out a license, as hereinafter

provided, except in the cases

referred to in Rule 12.

2. Every owner or owners of a

boat desirous of taking out a

license to make use of the canal

shall apply in person or by

writing to the officer appointed

by Government as Registrar

of Boats, giving the name or

names if there be more than

* for "as Registrar of Boats."
substitute "to collect
license fees."

are, of owner or owners, with places
of residences and place where
and time when the vessel or boat
was built.

3. The capacity of the vessel or
boat having been ascertained
by measurement, the owner or
owners will be required to
pay before receiving a license
such rate per ton per annum
as may be fixed by Govern-
ment, provided that such
rate shall not exceed, in
the case of boats of or below
30 Tons measurement 3 Rs.
per ton, and in case of all
boats exceeding 30 Tons
measurement 4 Rupees per
ton.

4. On the payment of the
sum fixed as above
provided

* after "owners" add "or his
or their authorised agent
or agents".

provided a 'license' will be
delivered to the owner or owners,
which license will remain in
force for the period of one year,
and will entitle the boat to the
free use of the canal between
Madras and Ristnapatam without
any other payment whatever,
provided that if a boat after
the issue of the license be enlarged,
it shall not resume to ply
till it has been remeasured
and a new license attained.

5. Each license will be number-
ed, and the number of the license
granted for each vessel or boat
must be painted in black
figures, not less than four
inches in length on one side
the bow of the vessel, and the
tonnage

tonnage) preface by the
letter T shall be similarly
marked on the other side the
bow of the vessel. The above
marks to be put on at the
expense of the owner, who
is held responsible that
they are not defaced or
obliterated.

7. Boats plying on the
canal for the conveyance of
passengers will be required
to take out licenses in the
manner and under the same
conditions as above described.

The rate charged for the
license will be

Large Steamer--- Rs. 20

" Badgerow--- " 10

" Long Boat--- " 5

+ Fishing boats used on
the catamarans..

+ Add "No license fee will in
any case be charged for
the catamarans."

15
the Pulicat Lake, or any of
the back waters will not be
required to take out a license,
but if such boats make use of
the canal, either by carrying
cargo on it, or for the purpose
of fishing, beyond the limits
of the Lake or back waters,
the owner or owners will be
required to take out a license
for them as cargo boats.

8. Pleasure boats used on
the back waters and Pulicat
Lake, and being taken to or
from Madras, provided they
are not moved more than once
in the month- will not be
required to take out a license,
but if such boats make
further use of the canal, the
owner or owners will be required
to

as
to take out a license for them
as 'Lap Boats.'

9. Lap Boats or Badgers
carrying cargo will be treated
as cargo boats. On applying
for a license, it should be
stated, whether the boat is
intended to carry cargo or not,
that it may be licensed accord-
-ingly. Should the boat
be found carrying cargo with-
-out previous intimation having
been given, the owner or owners
will be required to take out
a license for it as a cargo
boat, in addition to that which
has been already obtained.

10. Boats built in the
neighbourhood of the canal
and intended for use at
sea or on the backwaters
or Calicut Lake, will be

33 10
allowed to pass and through
the canal unloaded, without
any license.

11. Boats brought in for
repair from the sea, the Calicut
Lake or Backwaters, will
also be allowed to pass to
and from the place at which
they are to be repaired, without
any license, provided they are
not carrying cargo.

12. Government Steamers and
boats will alone be exempted from
the operations of these rules.

13. Any boat found using the
canal without a license will be
liable to be detained until a license,
as above, has been obtained and
paid for.

14. No party who has taken
out

out a license shall have a claim to compensation in consequence of the closing of any part of the canal for any reasonable cause).

15. Every boat to have its license paper always on board, and to produce the same to any Government officer having authority to ask for it.

16. If the license is not produced the boat will be stopped on the spot, and the owner obliged to take out a fresh license, for which the full fee will be charged.

17. Any boat that shall become fixed in the canal, so as to cause obstruction to the navigation, will be taken

I think this rule is not necessary, the case being provided for by Sec 9 & 10 of Act 1 of 1870

See remark on rule 17.

35 17
taken possession of, by the Canal officers, and the cargo remained so that the boat may be taken out of the way of the navigation, and the boat will be detained until the charges incurred by the Canal officers in removing the boat and cargo, have been paid by the owner or owners.

18. Any boat found abandoned or sunk in the canal will be taken possession of, by the Canal officers, and will be detained until the charges incurred by the Canal officers, in respect of the boat, are ^{liquidated} paid by the owner or owners.

19. Any boat causing damage to the bridges or masonry

marks on the Canal will be detained and the license suspended until the cost of the necessary repairs has been paid by the owner.

20. No cargo boats are allowed to moor in the Canal when ⁱⁿ the neighbourhood of a boat has in or lie-by.

21. No boats are allowed to moor in the Canal within 150 yards of the entrance of the Canal from Palicat Lake.

22. No boats are allowed to moor within 100 yards of the Lock.

23. Boats when moored are to have their masts ^{down}.

3718
down, to be made fast to the hant in single row head and stem, and to be left in charge of a man.

24. No person is allowed to touch the Lock valves, shuttles or their machinery, except the Lock servants.

25. When boats meet, the boat going with the wind, or in case there is no wind, with the tide, to give way, the boat going against the wind or tide, to hold its course.

26. In going the same way, cargo boats to give way to passenger boats.

27. Infraction of rules with regard to mooring boats.

for which no penalty has been provided & above, will subject the owner to the following penalty.

First offence - suspension of license for not more than 2 months

Second do do do 4 do

Third do do do 1 do

Sd/- J. C. Thacker Esq. Executive Engineer
P.O. Canal Office, Mangalore
11. 9. July 1870

W. W. Raine

So. 10. 11. 1870

11. 9. 1870

11. 9. 1870

11. 9. 1870

R.H.

Memo for orders 3271

Question Whether a system of granting licenses for boats plying on Cochran's Canal is to be substituted for the present system of tolls.

"Cochran's Canal" extends only from the Durgam Chattram to Madras. The section towards towards Kistnapatnam is a far more modern work.
L.R.

Cochran's Canal extends along the coast from Suddavaram in the Bellary district on the north to Madras on the south. The junction canal of a few miles connecting it with the Southern Canal is not yet cut.

* H.O. 89 Feb. 1870, #102. 2. Last May the Govt. sanctioned a reduction in the rates of toll from four annas to one anna per ton for boats plying for a short distance in the immediate neighbourhood of the Toll office - viz from the Basin to Madayankappam Lock.

Lock. The Coll^r was at the same time called upon to report on the question now at issue: Mr. Thornhill having in a previous letter expressed the opinion that the proposed change of system might be advisable.

3. The Board's Pt. now + 8 12 Oct. / 40, A 6076 before Govt contain a letter from Capt^r Wasted which deals thoroughly with the question, and the Board recommend the adoption of the system of licenses for boats plying on the Canal. A set of rules drawn up by Capt^r Wasted for the regulation of the licenses, the management of the boats &c is also submitted.

4. The following rates of license fees on boats

boats are proposed.

Steam boats (either Tugs or Passenger boats)	Rs. 20 per annum
Budgerows	10 — " —
Top boats (passenger)	5 — " —
Barge boats below 30 tons burden per ton	3 — " —
— 50 — above thirty tons burden per ton	1, — " —

5. Capt^r Wasted estimates that at present 697 boats make use of the Canal, & he calculates that if the above rates were levied the total receipts of the Canal for the year would be Rs. 34,437.

6. The receipts for the past three years are shown below.

1867/68	Rs. 44,543
1868/69	30,061
1869/70	31,738
Average	32,380

According

7. According to Capt. Hasted's estimate there. from the license system will produce an annual excess of nearly Rs. 6,000 over the revenue of 1889-90. The latter year, however is represented to have been exceptionally un-

profitable, owing to the stoppage put on traffic by the drought: so that in ordinary years it is not probable that boat owners will be overtaxed.

8. In charges for establishment Captain Hasted estimates that a saving of Rs. 612 per annum will be effected. This difference however does not represent the total

total value of the change in this respect for Captain Hasted's establishment, includes "Traffic Superds." who will generally supervise the navigation of the Canal, and see that no obstructions occur.

9. The advantages of the license system over that of tolls may be thus summed up.

(1) The delay occasioned to the boatmen by taking the tolls is avoided.

(2) The possibility of malversation by the toll collectors as well as evasion of the tolls by the boat owners

owners is avoided.

(3) A larger revenue is realised by Govt., and part of this revenue will be realised from boats which at present contribute nothing: viz: those boats which ply on the northern portion of the canal and never pass the toll bar.

10. There are, however, one or two alterations in the scheme submitted by the Board which it appears advisable to make. Firstly it would seem expedient to make some provision for

The present rate for plying in Colman's canal only - 4.8. from the lock to the basin in that passing the lock is 10.1. per ton. per trip.

I see that in the case that with the reduction of toll. the average burden of the boats was 200 5. and the average number of trips 4. daily.

so that at the old rate of toll the daily toll for the job, came 2.0.5. or 2.1. per ton. per day.

At the present rate the 500 ton boat making 4 trips 5.1.10. per ton per day.

Supposing it was licensed under the proposed scheme. this boat would pay 10.15. yearly = 240 annas. = 48 per ton

or in fact 10.1. per ton per month. the same amount it had to pay per day at the reduced rate for the above job.

I am sure the job was an exceptionally good one but still the difference is

for the payment of the license fees by instalments: as these fees will be heavy in some cases exceeding

Rs 100. Secondly it appears doubtful whether the boat-

owners referred to above

in para 2, who were too

poor to pay a four anna-

toll will be able to af-

ford the license fees. It

may therefore be advisa-

ble to make some reduc- tion from the ordinary

rates in the case of the

boat owners who received

the benefit of the concession

afforded

afforded by G. O. dated
9th February 1870, No. 182.

11. With these modifica-
tions it is submitted that
the scheme submitted by
the Board may receive the
sanction of Government.

12. The requisite action
will have to be taken under
Act I of 1870, and the license
fees cannot be levied until
a notification under that
Act is published. Under
Section 9, the "Traffic
Superintendent" can be
appointed "Supervisor
of navigation."

Rules

Strongly largely in favor of
the license scheme
that I do not think we
must make any special
rate for these short
distance boats. They have
many advantages over
the boats plying over the
longer route. Certainly the
labor is less. I think also
that employment must be
more certain and constant
within the short range.

L. K.
Differential rates always
lead to complications in
taxation. L. K.

13. Rules for the man-
agement of navigation
have also been submitted
by Captain Hasted. These
will have to be slightly
modified, in order that
they may be adopted
to the Act.

W. H.
L. K.

Supdt.
L. K.

Home
 Licenses issued
 of tolls for boats
 plying on Cochrane
 and Canal

P.O. No. 13.

2271

Subj. letters from Col. of
 of Bellor & Chingleput regarding
 traffic on Cochrane's Canal & sub-
 stitution of system of granting
 licenses for present toll system,
 together with draft rules for
 control of boats, & a form for
 license which it is proposed
 to issue.

J. D. S.

The rates seem to
 be very low - con-
 sidering the distance.
 It would be well
 I think, considering

Rev. Department
 H-213.

Proceedings of the Madras Government
 Under date the 1st ^{July} January 1871.

Read the following
 Proceedings of the Board
 of Revenue.

(H.E. 12th October 1870
 No. 6046)

(- 17th January 1871 No. 233)

The Government
 approve and sanction the pro-
 posed system of registration
 and license for the boats
 plying on the "Cochrane
 and East coast Canal."

W. H. S.

26 Jan 71.

Northam section. The ~~from~~ ^{from} ~~present~~ rates of license fee will apply to all boats without reference to distance, and the exceptional rate of toll sanctioned for boats plying within Cochrane's canal only will merge in them.

2. It is observed that the daily charge at the ^{existing} ~~re.~~ ~~duced~~ rate, for the job which led to the reduction in which a 5 Ton boat made 4 trips a day would be equal to the monthly ^{proposed} charge under the ~~License fee system.~~ X

3. The Board will, ^{at the same time} ~~also~~ consider whether it is advisable to allow payments half yearly or by instalments with reference to the amount of

loan
expenditure with
the ~~to be~~ ^{to be} ~~put~~ ^{put}
to replace them
to as to yield
a revenue of
Rs 40,000.

S. B. S.
I agree with Mr
Sim. I would direct
a modification of the
rates so as to produce
an estimated revenue
of Rs 40,000. →
We ought to have,
after expenses of
maintenance, a net
income of Rs 20,000
to pay revenue of

X
and considering the loan
engagements which this
Govt have assumed for
the canal extension works,
with the Supreme Govt,
the Board will be desired
to reconsider the proposed
rates of Fee, and to modify
them so as to yield an
estimated revenue of
Rupees 40,000 yearly,
submitting the result
of their deliberations
for

for the confirmation
of Government. It
is observed that Cap.

tain Hasted estimates

his proposed rates
to produce Rs. 37,437
yearly.

HA

the projected loan -
interest & sinking
fund.

with the annual
on deposit on which
can pay off the
projected loan for
the completion works
of the Visapur
Barkwater & the
canal will be
an excellent local
fund work for
the District &
harbours. N.

of the annual Licence fee
which in the case of a 20 ton
boat will be Rs. 60 yearly.
at 1/2 paise per ton.
The Board do not

expressly state whether they
desire to apply Act I of 187
(Madras) to the particular
line of navigation, but
assuming that this is in-
tended, they will submit
the draft notification and
make such slight al-
terations in the draft
rules as may be necessary
to bring them into accordance
with the Act.

5. Their attention is also
drawn to the provisions of
Section 9 regarding the ap-
pointment of Supervisor.

the

the powers conveyed by
 which section cannot be de-
 legated under section 31. As
 the Traffic Superintendant
 under Captain Hackett's
 scheme would have to
 perform some of the duties
 assigned by the section to
 the Supervisor, it would
 seem necessary that the ap-
 pointment should be made
 by Government.

H.B.

The Extra Proprietor Dept 2
 21 Copy to D.P. Works

55
 21

H.B.

5/3

100
Lecture in the
at 10th, per 10th
Museum in the
and 10th

10. 10. 10. 10

100
100

100
100

100
100