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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No. / B.P. No.	1630	Press. / Mis.
Dated	20-3-1877	197 .

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Archives I—10,006—19-4-79.

Proceedings of the Madras Government, Public Works Department,
2nd March 1877. *No.* 722.

Read the following papers :—

No. 52. From Major J. O. HASTED, R.E., Superintending Engineer, Kistna, to the Chief Engineer for Irrigation, dated Masulipatam, 29th August 1876, No. 63.

Referring to G.O., No. 1,485, dated [illegible]y 1875, I have the honor to forward with a statement showing the revenue obtained from boat licenses during the year compared with that obtained in 1874.

1 statement of revenue obtained in license.
1 statement of mileage of navigable canals.
1 statement of offences against bye-laws.

2. I have added to the statement columns to show the revenue that would have been obtained had the old rules remained in force.

3. The total collection for this district, including fees collected in the Godavery for the Kistna, is Rupees 7,778-2-11, against Rupees 8,104-0-0 in 1874, and by the old rules the collection would have been Rupees 9,368. The difference between the sums realized under the new rules and that that would have been realized under the old rules, is due to the reduction of fees on passenger boats, as all the boats now take out a second-class license; the decrease in amount realized this year against last year is probably due to the introduction of the system of separate licenses for each district, which has been, as was to be expected at first, a check on the navigation. As an instance, the town of Ellore is about 1½ miles on the Kistna side of the Ellore lock, and the passenger boats which ply between Jowlaisheram and Ellore are Godavery boats; these boats now land their passengers at the lock, and thereby escape paying the Kistna license fees. I have lately had a petition from the inhabitants of Ellore representing the trouble entailed on them by the boats stopping at such a distance from the town, and mentioning that during the past hot weather two travellers have died in consequence of having to travel the distance between the lock and the town in the middle of the day. I have declined to interfere in the matter, telling them that public opinion should force boat-owners to study the public convenience; but at present, public opinion has little effect on the owners of public conveyances in this part of the world.

4. I annex a statement showing the mileage of canals open for navigation, dividing the canals into two classes. The navigation on the second-class canals at present is so trifling that it need not be noticed, and therefore the distance open for navigation is 180 miles. The only lines, however, that are important for navigation are the Ellore canal and the Masulipatam canal, by which the produce of the dry part of the district and part of the Nizam's territory is conveyed to the Coast, and the larger part of the produce, as might be expected, goes to the best part. Masulipatam is a decaying sea port, which needs very little expenditure to make it a convenient resort for shipping; it has, however, done a good deal of business this year, in consequence, I believe, of the Godavery canal having been closed, when the produce was brought by the shortest road to the sea. The Nizampatam canal is but little used for navigation, except by boats conveying inland, and in the salt trade there has been a remarkable falling off in the year, for which I believe no satisfactory reason has been given, though I have been informed that of late salt has been imported into Hyderabad by rail from Bombay, and therefore the demand for salt from this coast is falling off. The produce of [illegible]lta is not carried by this canal to any

extent, because, as it seems to me, the
towards Counsor at right angles to the c
navigable with difficulty and ends no
present. I expect, however, it w

6. The charges against
Rupees Rupees 5,007, and under
The ton mileage of goods carried d
the number of passengers carried
Delta 15 (there are no passenger boats

7. After what has been said a
that a fair comparison can be made be
the canals, and I do not think it would
are connected with the East Coast can
ment to be reduced, and I have little
the traffic incurred under navigation.

8. A considerable sum of money has been expended at the head of the Eastern Delta canals for the convenience of navigation, and the whole thing constructed is a great convenience to merchants whose produce generally covers the whole of the available space. It has been proposed that this space should be let out, and this may be done, either by renting out space by the month, or by charging a wharfage fee per ton or bag.

9. A statement showing the offe
year is attached; there has been genera
being willing to conform to all the rule
made to the bye-laws, and would suggest the following:—

6¼. No raft to be allowed to re
two days in one place, and to
with traffic.

7½. No cargo to be loaded or unlo
foot on any masonry work

11½. No boats to be required in th
of the Divisional Officer or
as may be directed.

Statement showing the Revenue obtained in License of Boats in 1874 and 1875.

Particulars.	1874.					1875.					Amounts that would have been realized in 1875 under old Rules.			
	Class.	Total Number.	Tonnage.	Number of Passengers.	Amount of License.	Class.	Total Number.	Tonnage.	Number of Passengers.	Amount of License.	Total Number.	Tonnage.	Number of Passengers.	Amount of License.
					Rs. A. P.					Rs. A. P.				Rs. A. P.
Cargo boats { Full year ...	...	232	4,558	...	4,558 0 0	...	224	3,746	...	3,746 0 0	224	3,476	...	3,746 0 0
Cargo boats { Half-year ...	...	40	867	...	433 8 0	...	24	434	...	217 0 0	24	434	...	217 0 0
Passengers' boats. { Full year ...	2nd-class.	35	...	2,739	2,571 3 0	2nd-class.	37	...	2,908	2,727 2 0	37	...	2,908	3,635 0 0
Passengers' boats. { Half-year ...	...	5	...	365	171 7 6	...	1	...	74	84 8 0	1	...	74	46 4 0
Pleasure boats	...	1	...	...	6 6 6	...	...	...	...	...	...	...	...	...
	...			...	...	...	...	.	...	289 7 11	..		...	289 7 11
	.	88·3	...	...	88 3 0	...	178·75	...	...	178 14 0	178·75	..	...	14 0
Rafts ... { Country ...	...	32·3	...	...	32 3 0	...	64·50	...	...	64 8 0	64·50	...	...	36 12 0
Rafts ... { Bamboos ...	...	169·10	...	...	169 10 0	...	443·81	...	...	443 13 0	443·81	...	...	221 14 6
License fees on boats passing locks...	...	66	...	...	69 0 0	...	...	...	...	62 0 0	...	...	...	62 0 0
Fees for duplicate license...	...	1	...	...	5 0 0	...	...	...	...	15 0 0	...	...	...	15 0 0
Total ...	...	...	...	...	8,104 9 0	...	...	...	...	7,778 2 11	...	...	...	8,776 4 5

Mangalatam,
16th February 1877.

(Signed) J. O. HASTED, Major, R.E.,
Superintending Engineer, Kistna District.

16-3

Statement showing the Mileage of Navigable Canals available for traffic in Kistna Delta.

Name of Canal.	Length in Miles.	Number of Miles completed.	Remarks.
FIRST-CLASS CANALS.			
Eastern Delta.			
Masulipatam canal		49	
Ellore canal		39	
Western Delta.			
Nizampatam canal		42	
Commamore canal		50	Easily navigable to Chebrole for 13 miles. First-class Range boat can pass without difficulty up to end of 50th mile.
		180	
SECOND-CLASS.			
Eastern Delta.			
Budamêru	29	29	Navigable with difficulty. Course very tortuous.
Pullern		17	Between Wuyyoor and Cowtaram only.
Bantumally channel	22	22	Rough stone dams to raise the water for irrigation having been thrown across the canal, boats cannot pass without removing stones.
Polzazuccdu	27	27	No lock at head. Boats can easily go down through one arch of the head-sluice, but it is difficult to pass the sluice against the stream.
Western Delta.			
Bank canal	1	21	21 miles navigable up to Kolloor
Total ...		116	

MASULIPATAM,
20th August 1876.

(Signed) J. O. HASTED, Major, R.E.,
Superintending Engineer, Kistna.

Memorandum showing the Offences against Bye-laws during the year 1875-76 and Punishments inflicted.

Number and description of Boats.	Bye-law		Bye-law VIII.		No specific Bye-law is known.		Remarks.
	Years.	Boat Numbers.	Boat Numbers.	Number of days stopped.	Boat Numbers.	Number of days stopped.	
2nd-class passengers boat	1875	123	..	..	..	..	Overloading.
Do. do.	..	..	..	..	111	2	For refusing to take Government things into the boat.
Do. do.	..	..	..	..	119	15	For repairing in the midst of the canal, earth being thrown round the boat.
Do. do.	..	..	..	..	124	15	
Do. do.	..	..	..	..	132	15	
Do. do.	..	..	..	..	..	..	For striking against the District Engineer's boat.
Do. do.	..	..	..	..	126	4	For allowing the passengers to leave the boat when in lock.

MASULIPATAM,
16th February 1877.

(Signed) J. O. HASTED, Major, R.E.,
Superintending Engineer, Kistna.

No. 52-A. From Major J. O. HASTED, R.E., Superintending Engineer, Kistna, to the Chief Engineer for Irrigation, Public Works Department, dated Masulipatam, 16th February 1877, No. 1

I HAVE the honor to forward herewith "revised" statement showing the revenue obtained from boat licenses during 1 , together with "revised" statement of offences, both duly prepared as directed in uses 1st and 2nd of paragraph 1, and in paragraph 3 of your memorandum No. 32 , dated 23rd September last.

2. With regard to 3rd Clause of 1 and paragraph 2, the proposed additions to the bye-laws will be considered communication with the Superintending Engineer, Godavery, with reference to memorandum No. 144 G.D. of 16th October 1876.

MEMORANDUM.

No. 32 S.

IRRIGATION.

THE undersigned has the honor to return the memorandum showing offences against bye-laws received with the letter No 63 of the 29th ultimo, from the Superintending Engineer, Kistna, and to point out that in its present state the information it contains is not readily to be understood—

1*st*,—the heading of the columns has not been completed;

2*nd*,—the term "number of boats appears to have been used in a sense different from that intended in the similar memorandum printed in Proceedings, Madras Government, 23rd May 1875, No. 1,485; it might be better to use the expressi "boat numbers;"

3*rd*,—the remark "for repairing he midst of the canal after the earth being thrown round" is not erstood.

2. With regard to the additions to bye-laws suggested in paragraph 8 of the letter under reply it may be noticed that latter part of No. 6½ appears to be too indefinite for adoption in its present form.

3. With regard to the falling off ceipts in 1875, it is observed that the statement showing revenue obtained will admit of a comparison being made except the total, and it is desirable that this atement* should be recast so as to exclude from the amount of license, &c., ach description of boats the fees levied for the Godavery and to include those ied in the Godavery for the Kistna. Apparently too the amount Rupees 9,368 professing to be the amount which would have been realized had the scale of fees n altered, is wrong, because this amount needs correction for the Godavery fees n Kistna, and the Kistna fees levied in the Godavery.

22nd September 1876. (Sig JOHN MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

* Herewith returned.

Bom: Dept
No. 1812

Copt. of letter from Mr. Ellis
PUBLIC WORKS.

To

The SUPERINTENDING ENGINEER,
POONA.

Sir,

I am directed to forward herewith a letter from Mr. Ellis, dated 18th ult. with its enclosure, and to request that you will be pleased to report for the information of the Board of Revenue.

I have &c.

Bombay Castle 19th Dec. 1839.

MANOR.

No. 3862.

Secretary Revenue Department.

Bombay Castle, 19th December 1839.—The annexed letter from Mr. Ellis, dated 18th ult. with its enclosure, together with a letter, statement &c. from the Superintending Engineer, Poona, dated 4th instant, are forwarded to the Board of Revenue for their information.

Bombay Castle
19th Dec. 1839.

Secretary to the Board of Revenue