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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No. / ~~B.P. No.~~ 1511	Press. / ~~Mis.~~
Dated 19-6-1878	~~197~~ .

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Archives 1—10,006—19-4-79.

GR Varma

No. 1,356.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 18th May 1878.

Read the following letters :—

From J. H. LATHAM, Esq., Chief Engineer and Manager, Madras Irrigation and Canal Company, to Lieut.-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation, dated Kurnool, 21st February 1878, No. 25.

NAVIGATION.

Bye-laws and Tolls.—In reference to Clause 27 of the contract of 3rd June 1863, between the Secretary of State and the Company, I have the honor to ask you to do me the favor to obtain from the Parliament of *the Indian Legislature* a definition of the fares or rates for the conveyance of passengers and goods within which the Company's fares must lie, and to obtain from them bye-laws sufficient to enable the Company to work traffic in security and efficiency as regards the public, and sufficient to enable the Company to collect any fares or tolls not exceeding those defined as above by the Parliament of India.

I have the honor to enclose [illegible] of eighteen bye-laws which seem to me sufficient for the purpose and necessary for public safety of navigation of the canal and tanks and for the collection of tolls by the Company.

I also enclose a list of maxima within which the fares may be conveniently restricted. It is based on the general instruction of the Secretary that the railway fares would make a satisfactory maximum. I have therefore endeavored to adapt the existing railway fares into a form suitable to the canal as under :—

I.—*Passengers.*—There will be no room nor comfort for 1st-class English passengers in a public boat. Therefore 1st class by boat will correspond to 2nd by rail, which seems to be charged 5 Pies by day, 8 Pies by night, or 7 Pies if indiscriminate. I therefore insert 8 and 6 Pies.

First class by boat is 3rd by rail, which is 3 Pies by day, 4 by night. This I insert.

II.—*A reserved boat.*—This for the present will be a range boat without steam, though it may be towed by a steamer carrying passengers. The fares inserted will never pay with the actual traffic, but are equitable inasmuch as they would pay were their constant English traffic nearly every day.

III.—*Goods.*—The six railway classes are here reduced to three, and the actual charges of per mile 10, 12, 14, 16, 18, 19, 24, 36 Pies are reduced to 3, viz., 1 Anna, 2 Annas and 3 Annas.

IV.—Unlike botal rates or railway goods' rates, the railway parcels' fares are not strictly rates, but are a function of some power of the distance and weight. I have endeavored to reduce this to an intelligible general form. The same remark applies to fish and fruit.

V.—Carriages and horses are inserted at railway rates.

I have taken the fare tables of 1874-76 and 1877, and the rate from Madras to Shevaroys as giving the railway rate. I suppose it does not much vary elsewhere. In general reference to the rates it should be borne in mind that steam navigation and steam traction on railways pays *no* where in the Presidency yet, so far as I know. To fix as maxima any rates lower than those in use on the railway might seriously hamper the adoption of steam navigation.

ENCLOSURE No. 1.

(*Proposed Bye-laws of the Madras Irrigation and Canal Company*).

1. No person will be allowed in or upon any boat unless he pays his fare as a passenger to one of the Canal stations.

2. Passengers must show their tickets to the Guard when required, and must deliver them up to the authorized officer at the station at which they disembark.

3. Passengers not producing or delivering up their tickets will be required to pay the fare from the place from which the boat originally started.

4. No person will be allowed on board a boat already full. If there be accommodation of one class only, he will be required to pay the fare for the class of accommodation available.

5. Every person attempting to defraud the Company by, in any manner, endeavoring to evade the payment of his full fare or the delivery of his ticket at a Canal station is liable to a penalty of Rupees 50.

6. Every person attempting to embark or disembark when the Guard forbids him so to do, except to disembark at a Canal station, is liable to a penalty of Rupees 20.

7. Every person smoking in a boat or building of the Company, after being warned if he persists in smoking, will be liable to a penalty of Rupees 20 and to removal from the Company's premises and to forfeiture of his fare, Rupees 20.

8. Every person committing a nuisance on the Company's premises where the Company has appointed latrines, or wilfully interfering with the comfort of other passengers, or obstructing any officer of the Company in the discharge of his duty, is liable to removal from the premises, forfeiture of his fare, and also a penalty of Rupees 20.

9. Every person apparently intoxicated or suffering from any malady in a way to interfere with the security or comfort of passengers is liable to removal from the Company's premises and forfeiture of fare. In case he refuse or resist he is also liable to a penalty of Rupees 20.

10. Every person wilfully damaging or removing any rope, lamp, number, or any part of any boat or other property of the Canal Company, will be liable to a penalty of Rupees 50.

11. No person, unless duly authorized, will be permitted on the bridge in the engine-room or in the Guard's office under a penalty of Rupees 20.

12. No person shall after being warned enter into a cabin or room reserved by the Company under a penalty of Rupees 20.

13. Every person found trespassing on the Canal or on the stations, boats or godowns, after being warned to desist, will be liable to a penalty of Rupees 20.

14. Any person driving any animal across the Canal, except at the appointed places, will be liable to a penalty of Rupees 5.

15. The owner of cattle found trespassing on any part of the Company's [illegible] is liable to a penalty for each horse, bull, bullock, cow, buffalo, or goat, Rupees 5; for each sheep, Rupee 1.

16. Every person carrying dangerous goods* without full notice and permission having been given, will be liable to a fine of Rupees 200.

* Liquids which flash at a temperature below 200° Fahr. explosives matches, acids and other dangerous articles.

17. Every person found throwing earth, refuse, stones, wood, straw, thorns or other materials liable to cause injury to the works or boats into the Canal, will be liable to a penalty of Rs. 50.

18. The officers and servants of the Company are required to enforce the strict observance of the above rules and are empowered, if necessary, to apprehend offenders and to hand them over to the Police.

ENCLOSURE No. 2.

NAVIGATION TOLLS.

Defining the Maximum to be charged by the Madras Irrigation and Canal Company.

The Company shall be authorized and empowered to charge fares on rates for the conveyance of passengers, animals and goods as below defined, or any such fares and rates as shall not in any case exceed than :—

I—For Passengers.

1st Class, per passenger per mile	Night, 8 Pies Day, 6 „
2nd Class— do. do.	Night, 4 „ Day, 3 „
For a reserved boat per mile (empty)	4 Annas
For each saloon passenger in a reserved boat, additional per mile	6 Pies.
For each attendant or servant, European, additional per mile	6 Pies.
For each attendant or servant, native, additional per mile	3 Pies.

A reserve boat must be paid for from the station at which it may happen to be moored when ordered to the place of embarkation as well as thence to the place of final disembarkation:—

	RS.
For delaying a reserve boat engaged to run by distance per hour delay	1
For use of a reserve boat engaged by the day with Serang and lascars but no tow-men or cattle, per day ...	5

II—For Goods.

High class goods	as detailed in Tables J. of G.O., No. 1,320, of 8th May 1875.	per ton mile, Annas 3.
Ordinary class goods ...		Do. „ 2.
Low class goods		Do. „ 1.

Minimum Charges.—Separate consignments of 28 lbs. and under are not taken as goods nor less than 12 miles charged, nor less charged than Rupee 1.

III—For Parcels of 2 lbs. and under.

1 lb. and under	Annas 4
2 lbs. and under 1 lb	„ 6

Each parcel 2 Annas extra for delivery within five miles.

For parcels over 2 lbs. under 25 miles.	RS.	A.	P.	Beyond 25 miles; additional for each mile beyond 25.
above 2 lbs. and not over 20	0	6	0	¼ Pie a mile.
„ 20 lbs. „ „ 50	0	9	0	2 Pies „
„ 50 lbs. „ „ 100	0	14	0	2½ Pies „
„ 100 lbs. „ „ 150	1	0	0	3½ Pies „
„ 150 lbs. „ „ 200	1	6	0	4 Pies „

For fish, bread, fruit, &c., per parcel at owner's risk prepaid —

Distance.	10 lbs. and under.	11 lbs to 20.	
1 to 50 miles	2 Annas	3 Annas	and 1 Anna for each additional 20 lbs. or fraction of 20.
51 to 100 „	3 „	4 „	and 1 Anna for each additional 20 lbs. or fraction of 20.
101 to 150 „	4 „	6 „	and 1½ Annas for each additional 20 lbs. or fraction of 20.
151 to 200 „	5 „	7 „	and 2½ Annas for each additional 20 lbs. or fraction of 20.

Carriages, horses and dogs (conveyed in large boats only unless by special agreement).
Horses each per mile, 19 Pies with one groom.
4-wheel carriages each 32 Pies.
2-wheel carriages each 19 Pies.
Dogs, cats, monkeys each 2 Pies.

Minima charges—horse Rupees 3; 4-wheel carriage, Rupees 5; 2-wheel, Rupees 3; Dogs &c., Annas 2. Animals cannot be taken unless properly and safely secured

Note—In all cases fractions of miles or lbs. are reckoned as a unit, and in the fare so calculated fractions of annas are to be reckoned as annas.

From J. H. LATHAM, Esq., Chief Engineer and Manager, Madras Irrigation and Canal Company, to Lieut.-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation, dated Kurnool, 22nd February 1878, No. 27.

WITH reference to the sheets headed "Navigation Tolls" forwarded to you with my No. 25 of yesterday's date, I have the honor to inform you that my press copy of the sheet is in one place not clear, viz :—

On the first page after the words "for each saloon passenger in a reserved boat additional per mile," should read 16 Pies and not 6 Pies.

On the 2nd page after "151 to 200, 5 Annas, 7 Annas," should read 2 Annas and not 2½ Annas. This is a clerical error and I beg you will correct accordingly.

No. 62-I.

SUBMITTED for the consideration of Government.

The Chief Engineer and Manager, Madras Irrigation and Canal Company, has transmitted a list of the navigation tolls which he desires to have defined and sanctioned by an Act of Parliament of the Indian Legislature under Clause 27 of the contract of the 3rd June 1863. The proposed maxima correspond generally with the actual railway fares and rates.

Two clerical errors have been corrected with reference to the later letter No. 27. Under III, the second line should apparently be "above 1 lb. and not over 2 lbs."

The increases of rates for parcels carried under 25 miles are not regular, but as the rates are maxima the practical consequence will be small.

The power to frame and modify bye-laws is necessary and will, it is supposed, require legislative sanction. The bye-laws as drawn up by the Chief Engineer and Manager are fairly complete.

FORT ST. GEORGE,
9th March 1878.

(Signed) J. MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

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

No. 1,424.

REFERRED to the Board of Revenue for their remarks in communication with the Government Pleader and with reference to the rates established on the Government canals.

FORT ST. GEORGE,
21st March 1878.

(Signed) J. MULLINS, Lt.-Col., R.E.,
Joint Secy. to Government, I.B.,
Public Works Department.

THE Board have no information as to the rates for conveyance of passengers and goods established on the Government canals; the Collectors of Godavery and Kistna will be requested to report what the authorized charges in regard to navigation of the canals in their districts are, and the Collectors of Cuddapah and Kurnool will state whether the rates proposed by Mr. Latham are suitable and whether they have any remarks to offer in regard to the bye-laws.

2. The papers have been referred to the Board for remark in communication with the Government Pleader, it is presumed, with reference to the question of the necessity for legislation and the scope of the enactment required; Mr. Handley will be requested to advise on the point.

(True Copies and Extract.)

Acting Secretary.

To the Collector of the Godavery District.
" " of the Kistna "
" " of the Cuddapah "
" " of the Kurnool "
" Government Pleader, with Book containing Irrigation Company's contract to be returned.
Copy to Joint Secretary to Government, Public Works Department, Irrigation Branch.
" " the Secretary to Government, Revenue Department.

Exd. W. H. French.

Revenue 1878 Dept
No 2601

1878.

Board of Revenue, MADRAS.

PROCEEDINGS, 18TH MAY 1878, No. 1,356.

Dup 15/6/78

Encl.

Received 17 June 78.

MAY.

No. 1,356.

Conveyance of Passengers and Goods on the Kurnool and Cuddapah Canals.—Requesting Collectors concerned to report regarding bye-laws and rates proposed by Chief Engineer, Madras Irrigation and Canal Company for —; desiring Collectors of Godavery and Kistna to report what the authorized charges in regard to navigation of the canals of their districts are; and requesting Government Pleader to advise on the question of the necessity for legislation and the scope of the enactment required.

No 1511 Lodged

19 June 1878