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MADRAS RECORD OFFICE

Government of Madras

Revenue

DEPARTMENT

G.O. No.	311	Press	S.C.
~~B.P. No.~~		~~Mis.~~	
Dated	6.2.	195	1878

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

6th February 1879, No. 311.

Read the following paper :—

No. 134. Proceedings of the Board of Revenue, dated 11th January 1879, No. 38.

Read the following letter from W. LOGAN, Esq., Collector of Malabar, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Vytteri, 12th December 1878, No. 70 :—

With reference to Board's Proceeding, No. 2,665, dated 30th September 1878, I have the honor to enclose for sanction—

(a.) A list exhibiting the present and proposed rates of ferry toll at all ferries in this District.

(b.) A set of Rules under Section 2 of the Canals and Ferries Act of 1870.

2. No private persons have any right in any of the ferries in this district.

- | | |
|-------------------------|------------------------|
| *1. Kuttimukkukadavu. | 7. Vennakkelkadavu. |
| 2. Enamakkelkadavu. | 8. Kallurilkadavu. |
| 3. Elatharakadavu. | 9. Kakathiruthikadavu. |
| 4. Piliappayakadavu. | 10. Manthiruthikadavu. |
| 5. Moottiehookkadavu. | 11. Madilagathkadavu. |
| 6. Chenanappallikadavu. | |

† These ferries are not known.

3. The Cochin Circar, however, has claims to half the proceeds of some of the ferries,* and on the other hand the Circar pays over to me half the proceeds of certain other ferries† leased by that State. These ferries are on the boundaries of this district, and the

arrangement at present in force is a good one. I presume that the annual payments to the Circar may be viewed as "compensation," and that the present arrangements may be allowed to stand. See Section 9 as amended by Madras Act IV of 1878.

4. As regards the distance to be protected on either side of the ferry it has been usual hitherto in this district to protect the whole channel both above and below a ferry, but not to assign to the renter any *exclusive* right to all ferry dues within the space so protected. If any one proposed to establish an additional ferry between two already existing ones the custom has been to consider the proposal on its merits, and (if it was for the public advantage) to allow the proposal at the same time granting any reasonable compensation to the renters of existing ferries. This plan has many advantages as it gives the renter no right to interfere with private individuals using their own boats within the space so protected, while at the same time it enables any one who can see his way to it to increase the public conveniences at intermediate places. It has also been usual here to allow private individuals living in the immediate neighbourhood of a ferry to use their own boats. See Rule 19, Exemption 2. I do not propose to alter these arrangements which have hitherto worked well. If any one establishes a ferry at an unauthorized place it will be to the renter's interest to stop it, and if the person refuses to do so the Government can formally abolish it under Section 20. The power has hitherto rested with the Collector, and it would have been a convenient arrangement if the Government could have delegated their authority to me, but I do not anticipate any difficulty in getting a speedy order if one should be required.

5. The Board will observe that I propose to make a complete reclassification of the ferries. The rates of toll will be reduced in numbers and very much simplified. At the end of the list I have made an abstract of the rates at present in force.

The largest number of rates at present in force are on "horses, &c., not laden or ridden," namely 16, varying from As. 4-5 to Pies 10, and the fewest on "men, women or children above 7 years," namely 5.

6. It seems to me that the true principle for guidance in fixing the class of a ferry and by consequence the rates of toll to be charged there is to consider what service is performed in return for the fee levied. The service performed varies indefinitely with the character of the river, of the ferry itself, and with the strength of the establishment which the renter requires to maintain in order to perform the public service in an efficient manner. All such matters have received due consideration in classifying the ferries in the list. The general character of the river, its breadth, rapidity, &c., have first been taken into account and all ferries on the river have first of all been put into the same class. Next, the establishment required to be maintained by the renter for the efficient service of the ferry was taken into account. Ferries on main lines of road have generally been put two classes above their river class, and ferries on branch roads similarly one class above their river class. Finally, any special difficulties on the one hand or facilities on the other, known with reference to any particular ferry, have been considered in raising or lowering its class.

7. In framing the table of rates hitherto a distinction has been drawn between palanquins and dhoolies on the one hand, and tonjons, manchils, &c., on the other. I have always considered this distinction wrong, for palanquins fade by imperceptible degrees into dhoolies and dhoolies into manchils. I propose to put them on the same footing in future and to increase the rates considerably. People who travel by such means of conveyance can afford to pay as highly as those who travel by four-wheeled spring carriages. The rates have hitherto, I consider, been much too low.

8. Subjoined is the proposed table of rates, and the list of ferries classified and arranged talukwar:—

PROPOSED Table of Rates.

No.	Particulars.	1st Class.				2nd Class.				3rd Class.				4th Class.			
		RS.	A.	P.		RS.	A.	P.		RS.	A.	P.		RS.	A.	P.	
1	Four-wheeled carriage on springs with 4 men or animals drawing it, driver and passengers	0	12	0		0	8	0		0	6	0		0	4	0	
2	Two-wheeled carriage on springs with 2 men or animals drawing it, driver and passengers	0	8	0		0	6	0		0	4	0		0	2	0	
3	Conveyance without springs with the men or animals drawing it, loaded	0	8	0		0	6	0		0	4	0		0	2	0	
4	Conveyance without springs with the men or animals drawing it, without load	0	6	0		0	4	0		0	2	0		0	1	0	
5	Buffalo or bullock or other animals with load	0	2	0		0	1	6		0	1	0		0	0	6	
6	Buffalo or bullock or other animals without load	0	1	0		0	0	9		0	0	6		0	0	3	
7	Horse, mule, pony or ass with one attendant besides the rider	0	4	0		0	3	0		0	2	0		0	1	0	
8	Camel laden	0	6	0		0	4	0		0	2	0		0	1	0	
9	Do. unladen	0	4	0		0	3	0		0	2	0		0	1	0	
10	Palanquin, dhoolie, tonjon or manchil with 8 or more bearers	0	12	0		0	8	0		0	6	0		0	4	0	
11	Palanquin, dhoolie, tonjon or manchil with less than 8 bearers	0	9	0		0	6	0		0	4	0		0	3	0	
12	Man or woman or child, 7 or more years old	0	0	6		0	0	4		0	0	2		0	0	1	
13	Each sheep, goat, or pig	0	1	0		0	0	9		0	0	6		0	0	3	
14	For every 60 lbs. of baggage or goods forming part of a vehicle's, animal's or cooly's load	0	0	6		0	0	4		0	0	2		0	0	1	
15		0	0	6		0	0	4		0	0	3		0	0	2	

CLASSIFICATION OF FERRIES.

TELLICHERRY CIRCLE.

CHERIKAL TALUK.

1st Class.

1. Valapatanamkadavu.

2nd Class.

2. Payangadikadavu.

3. Kuppamkadavu.

4. Irikurkadavu.

5. Mattoolpungakadavu.

6. Kappakadavu.

7. Ayikelkadavu.

8. Mambramkadavu.

3rd Class.

9. Puramkadavu.

10. Kavaikadavu.

11. Perumbaikadavu.

12. Kadookunnukadavu.

13. Pattiwamkadavu.

14. Parammalkadavu.

15. Puchenikadavu.

16. Kutierikadavu.

17. Velluvakaikadavu.

18. Perewapuyakadavu.

19. Mannoorakadavu.

20. Cheticherikadavu.

21. Pavanurkadavu.

22. Chekkikadavu.

23. Nanicherikadavu.

24. Paracheni Moothappankadavu.

25. Kumpilkadavu.

26. Kalloorakadavu.

27. Chakka Sooppikadavu.

28. Kattampallikadavu.

29. Pooleppikadavu.

30. Kottalapuyakadavu.

31. Moonderikadavu.

32. Anjerakeundikadavu.

4th Class.

33. Choolakadavu.

34. Kurumkadavu.

35. Vannathikadavu.

36. Pottankadavu.

37. Puthigapuyakadavu.

38. Puthiyapuya Moolakadavu.

39. Kattapurath Palakodeayikadavu.

40. Kootoorukadavu.

41. Koolothumkadavu.

42. Monampukadavu.

43. Kuyiloorakadavu.

44. Palakadavu.

45. Odakadavu.

46. Vadakumpadkadavu.

47. Edakkadavu.

48. Irrippakadavu.

49. Vannamkadavu.

50. Manakadavu.

51. Mammakunnukadavu.

52. Muyappilangattkadavu.

53. Arallamkadavu.

KOTAYAM TALUK.

2nd Class.

54. Perinkolamkadavu.

3rd Class.

55. Angadikadavu.

56. Manakkadavu.

57. Kallacherikadavu.

58. Thuruthimookkookadavu.

59. Kanhirakadavu.

60. Koovakkellakadavu.

61. Mondolekadavu.

62. Kakkakadavu.

63. Parakadavu.

4th Class.

64. Pulinchakkakadavu.

65. Kuyyalithonikadavu.

66. Kundoochirakadavu.

KURUMBRANAD TALUK.

2nd Class.

67. Kanayankotekadavu.

3rd Class.

68. Paramannalikadavu.

69. Neerattukulikadavu.

70. Chittarikadavu.

71. Kooniyotkadavu.

72. Muttunkalkadavu.

73. Kayipprathkadavu.

74. Pooliyapunjakadavu.

75. Perincherikadavu.

76. Chariyankadavu.

77. Poolookundikadavu.

78. Idinjakadavu.

79. Kottakadavu.

80. Methodikadavu.

81. Thonasherikadavu.

82. Akalappuyakadavu.

83. Nelliadikadavu.

84. Naderikadavu.

85. Annelakadavu.

86. Olloorakadavu.

87. Thonayikadavu.

88. Chathanattkadavu.

89. Kuniyilkadavu.

NORTH WYNAD.

1st Class.

90. Manantadipandikadavu.

91. Manantodichangadakadavu.

92. Makkiyatpuyakadavu.

93. Kovilerikadavu.

94. Panamaromkadavu.

95. Cherupuyakadavu.

96. Niravapuyakadavu.

97. Kuthirapandikadavu.

98. Vegoorpandykadavu.

CALICUT CIRCLE.

CALICUT TALUK.

1st Class.

99. Mammallikadavu.

100. Chaliampuya (Beypore Ferry).

2nd Class.

101. Elamaromkadavu.

102. Oorkadavu.

103. Arapuyakadavu.
104. Olasherikadavu.

3rd Class.

105. Chekkumkadavu.
106. Iruvayanjikadavu.
107. Kooliarmookoo, *alias* Poothanangadi-
kadavu.
108. Mamakkadavu.
109. Potttekadavu.
110. Pallikadavu.
111. Parayangatkadavu.
112. Mananthalakadavu.
113. Mookoovarkundikadavu.

4th Class.

114. Poolikkelkadavu.
115. Porakattirikadavu.
116. Poothookottakadavu.
117. Puthiottikadavu.
118. Parambilkadavu.
119. Cheruvattakadavu.
120. Mavalikadavu.

ERNAD TALUK.

1st Class.

121. Kadelhoondykadavu.

2nd Class.

122. Areakodkadavu.

3rd Class.

123. Nellarakadavu.
124. Peringadavu.
125. Mayithromkadavu.
126. Cheeranthodikadavu.
127. Padsherikadavu.
128. Edawannakadavu.
129. Mundayamthodu, *alias* Mukkathkadavu.
130. Mambatt Angadikadavu.
131. Kuyikayomkadavu.
132. Karimpuyakadavu.
133. Nedumpuyakadavu.
134. Kottakadavu.
135. Olippramkadavu.
136. Thylekadavu.
137. Mathakadavu.
138. Thiruvaththakadavu.
139. Kundukadavu.
140. Parakadavu.
141. Edathiruthikadavu.
142. Pallikadavu.
143. Panampuyakadavu.
144. Kalikadavu.
145. Edavaraththakadavu.
146. Perumpoyakadavu.
147. Kavintempilkadavu.
148. Kuyipromkadavu.
149. Muttathoorkadavu.
150. Thrikkaikuthkadavu.
151. Karathilekadavu.
152. Amarappulathkadavu.
153. Karuvanthiruthikadavu.

4th Class.

154. Punkuyithodukadavu.
155. Edakkayikadavu.

156. Mokkathkadavu.
157. Pattisherikadavu.
158. Venchalikadavu.

WALLUVANAD TALUK.

2nd Class.

159. Aanakayamkadavu.
160. Kuttalangadikadavu.
161. Thoothakadavu.

3rd Class.

162. Chittapurathparakadavu.
163. Oravambromkadavu.
164. Oocharakadavu.
165. Vettikuyigi, *alias* Anakkadavu.
166. Angadikadavu.
167. Kottikadavu.
168. Pattarakadavu.
169. Nettarukadavu.
170. Kuttalakadavu.
171. Karimpoyakadavu.
172. Mundakurishikadavu.
173. Moothalamoorkhenkadavu.
174. Muriyankannikadavu.
175. Aliparemba or Kalikadavu.
176. Mavindirikadavu.
177. Mappattarakadavu.
178. Elamkulamkadavu.
179. Athoorkadavu.
180. Chembarathikadavu.
181. Thiruvegapurakadavu.
182. Chavaraelkadavu.

PALGHAT TALUK.

2nd Class.

183. Kannankadavu.
184. Thirunilayikadavu.
185. Kinasherikadavu.

3rd Class.

186. Mankarakadavu.
187. Thenoormoothikadavu.
188. Voodoorkadavu.
189. Kalikadavu.
190. Palathullikadavu.
191. Kuttal Mookkookadavu.
192. Pandikadavu.
193. Puppattinkkadavu.
194. Attipattakadavu.
195. Variathkadavu.
196. Pulavayikadavu.
197. Cannanoorkadavu.
198. Cannanoorkadavu.
199. Manhapparakadavu.
200. Valayethkadavu.
201. Moodappalukkadavu.
202. Thayekodekadavu.

PONNANY TALUK.

1st Class.

203. Ponnani Ayikadavu.
204. Thirthalavardukutti, *alias* Karimpanak-
kelkadavu.
205. Pallikadavu.
206. Chamravattamkadavu.
207. Thirunavayekadavu.

208. Erumparakadavu.
209. Malloor, *alias* Chathamparakadavu.
210. Kankapuyakadavu.
211. Nhangattirikadavu.
212. Velliangodekadavu.
213. Pookayithakadavu.
214. Kundukadavu.
215. Poolikkelkadavu.
216. Kanhiramukkookadavu.
217. Olampilkadavu.
218. Chelakadavu.
219. Narithinnikadavu.
220. Cheruvallurukadavu.
221. Pulikkel, *alias* Uppungalkadavu.
222. Chettuvaikadavu.
223. Poolikkelkadavu.
224. Pallikadavu.
225. Vettakorumakenkadavu.
226. Enamakkalkadavu.
227. Munampethkadavu.
228. Edatharakadavu.
229. Pilampuyakadavu.

230. Moottichookadavu.
231. Chenanapallikadavu.
232. Vennakkelkadavu.
233. Kallurikadavu.

3rd Class.

234. Purapurambukadavu.
235. Etteerikadavu.
236. Koonjolikadavu.
237. Karattakadavu.
238. Pereshnurkhanakadavu.
239. Mankerikadavu.
240. Kuttukadavu.
241. Velliyankallukadavu.
242. Thirumittakodekadavu.
243. Ayinicherakadavu.
244. Kakathiruthikadavu.
245. Ponnaniakadavu.
246. Manthiruthikadavu.
247. Madilagathkadavu.

SOUTH WYNAD.

Nil.

9. In the enclosed Hukumnama (rules) will be found embodied the system on which these ferries have hitherto been managed. I have amended them on some points in order to make them clearer, but I have, I think, retained all important points except that noted below.

10. It has hitherto been usual to exempt Military stores, troops and followers, Government and Commissariat stores, animals and servants, all Military and Police officers on duty, officers of the Marine Department on duty, carts conveying treasure, members and servants of the Local Fund Board on duty with attendants, also all officers and servants of the Public Works Department and taluk and amshom officials. These exemptions have been made from time to time as the matters came up for disposal, but they have never been treated on any uniform plan or system.

11. Revenue and Magisterial officers, though they have about as much travelling to do as officers of the departments above named, have not been exempted, so too officers of the Educational and other departments.

12. On the other hand ferry fees are very small, 6 pies being the highest, present and proposed, rate for a man, woman or child above seven years at the highest class of ferry. The additional expense of travelling even with a number of followers must therefore be very inconsiderable; and it is, I think, a charge fairly debitable against travelling allowances.

13. Many officers who can at present claim exemption do nevertheless, I am aware, pay the ferrymen liberally, and it is a very natural thing to do considering the nature of the services rendered.

14. I have accordingly revised the exemptions so as to include all public servants and others of the lower grades who, I think, are fairly entitled to exemption.

15. As regards Military, Commissariat and other stores, the renters are frequently at present put to very considerable expense and trouble by their being exempted. At such a ferry as Beypore, for instance, the traffic of this kind is very great, and I can see no valid reason for its being exempted from toll. There is apparently no exemption of the kind in South Canara.

16. It frequently happens in this district that a ferry has to be established while a bridge is dismantled for repairs and to be abolished when the bridge is again fit for traffic. The rules enclosed provide that the ferry lease shall cease as soon as the bridge is opened, but unless the Government choose to delegate to me, under Section 13, authority under Section 13 to establish a ferry whenever necessary, inconvenience might result to the public. At present I simply issue the order for the establishment of a ferry and the thing is done at once.

17. I have further the honor to request that the powers conferred on Government by Sections 15 and 17 may, under Section 31, be delegated to me for appointing lessees and requiring security from them.

ENCLOSURE No. 1.—List of Ferries in the Tellicherry and Calicut Circles, Malabar District.

ENCLOSURE No. 2.

Hukumnama for the Sale and Lease of Ferries in the District of Malabar.

1. On a sale taking place it shall be competent to the officer conducting the sale to reject the bid of any person however high it may be.
2. Purchasers will be required to make a deposit of 5 per cent. of the yearly amount for which the farm shall be knocked down at the time of sale, and within fifteen days afterwards a further deposit of 20 per cent. including the first deposit.
3. A kychit in the Form A appended to these rules must be executed by each purchaser on a proper stamp paper and be duly registered.
4. Stamp and registration fees are to be paid by the purchasers.
5. Purchasers must also furnish security equal to half the amount of the rental, or, in lieu of it, make a further deposit of 10 per cent. within one month from the date of execution of the kychit.
6. In the event of failure on the part of the purchaser to conform to the conditions stated in paragraphs 2 to 5, the farm will be resold at his risk or conducted under Amani. In either case he will have no claim to any excess that may be realised by the second sale, and will be held responsible for any deficit that may result by such resale.
7. The officer conducting the sale shall, with reference to the supposed collections realised by the renter in different seasons of the year at the ferries included in his farm, fix the amounts of kist. The maximum number of kists will be ten and the minimum six.
8. The last kist or kists will be taken credit of from the deposit.
9. When the purchaser shall have executed the kychit and security bond, after making the deposit under paragraph 2, a puttah containing the particulars in the annexed Form B as well as paragraphs 14 to 20 of these Rules and schedules in Forms C and D shall be given him in duplicate.
10. If a kist be not paid on or before the date fixed in the puttah, it will be regarded as an arrear after that date and interest at the rate of 6 per cent. charged on it. If the arrear be not paid within one month, the farm will, subject to the conditions mentioned in paragraph 6, be either resold or conducted under Amani at the discretion of the Collector.
11. The renters shall enjoy and bear all profits and losses accruing from the farm, and any dispute which may arise with reference to the same will be determined by the Collector, whose order on the subject shall be final.
12. Any sum due from a renter under his contract will be recovered, under Section 19 of the Canals and Ferries Act of 1870, in the way prescribed for the recovery of arrears of revenue.
13. Should a bridge be erected at or near any place where a ferry plies, the currency of the ferry lease shall cease from the date from which the bridge may be opened; and it shall be at the discretion of the Collector to make any arrangement which he may deem necessary. Should the collections at the ferry so closed be not uniform throughout the year, the Collector will determine what sum should be allowed or disallowed to the contractor up to the date on which it is closed.
14. The puttahs (original and duplicate) shall be framed and hung up by the renter in conspicuous places, one on each side of each ferry, and shall be protected from wet and damp.
15. The renter shall always have in readiness at the ferry the prescribed number of sale and serviceable boats and jangadams.
16. The renter shall cause the number of people without loads as well as the gross weight which each boat can safely carry to be clearly marked on the same, and shall in no case allow an excess of people or weight in such boat. Two cooly-loads may be taken as equal in weight to one person.
17. Passengers shall be taken across the ferry at all times, whether by day or night, without unreasonable delay, and with this object a sufficient number of boats and boatmen shall be stationed at all hours on each side of the river according to the probable requirements of passengers.
18. If for the passage of troops, or the conveyance of special mails, or for any other purpose occasion should arise to station at the ferry, either permanently or temporarily, any additional boats, jangadams, or boatmen, the renter or his agent shall be bound to do so upon a written notice issued to him by the Collector or by the officer in charge of the Revenue Division, and shall not be entitled to any compensation.
19. No toll shall be demanded at any ferry in the cases enumerated below:—
Exemption (1).—Any person or animal treading or swimming the water without assistance from the ferry boats or ferry establishment.

Exemption (2).—Persons permanently resident within one hundred yards of the ferry on either bank of the river and crossing in their private boats.

Explanation.—The hundred yards is generally to be calculated from the place of lading or landing.

Exemption (3).—Persons going up or down the river and landing at the ferry, or getting into their boats at the ferry for the purpose of going up or down the river, and goods, &c., brought or taken in boats plying as above.

Exemption (4).—Bullocks, yokes, manure, and agricultural implements and paddy taken to or from paddy fields within half a mile from either bank of the ferry, and agricultural laborers accompanying.

Provided, however, that the renter shall not be bound to provide boats and boatmen for their conveyance across the ferry, and that the persons concerned may make their own arrangements for that purpose.

Exemption (5).—Police Officers under the rank of Sub-Inspector when in uniform and proceeding on beat or other duty with prisoners, &c., in their custody.

Exemption (6).—Revenue Inspectors, Taluk Ginnastahs, and Peons when travelling on duty and bearing passes signed by the Tahsildars of their respective taluks.

Exemption (7).—Amshom officials within the limits of their respective taluks.

Exemption (8).—Servants of the Local Fund Board travelling on duty within the limits of the Local Fund Circle and bearing passes signed by the President.

Exemption (9).—Materials and workmen taken for the construction of works executed from Local Funds. Provided, however, that the renter shall not be bound to find boats or boatmen to convey the materials and workmen across the ferry, and that the officer or contractor executing the works may make his own arrangements for conveyance of the materials or workmen by hiring other boats and boatmen, or employing his own.

Exemption (10).—Servants of a Municipal Board when travelling on duty in or on the boundaries of their Municipalities and bearing passes signed by the Municipal Vice-President.

Exemption (11).—Materials and workmen taken for Municipal works when the ferry is in or on the boundaries of a Municipality, subject however to the same proviso as in the case of Local Fund works (Exemption 9).

Exemption (12).—Her Majesty's mails.

Explanation.—Letter Delivery Peons of the Imperial or District Post when carrying letters and when going to or from any Post Office or Railway Station for letters are included in this exemption; also Postal Line Inspectors.

Exemption (13).—Students and schoolmasters going to or from a Government school, Local Fund school, or Municipal school, or any private school receiving a grant-in-aid from Government, Local Fund Board, or Municipal Commissioners. They should have passes signed by their Head Masters, otherwise toll will be charged.

Exemption (14).—All public officers of the lower grades proceeding on duty who do not draw travelling allowances of any kind and who hold a pass signed by the Collector.

Exemption (15).—All Military non-commissioned officers and privates with their families proceeding on leave or rejoining their regiments and holding passes signed by their Commanding Officers.

Exemption (16).—Children under seven years of age.

20. Any renter failing or omitting to conform to the rules laid down in paragraphs 14 to 19 above, or otherwise violating their provisions, is liable to be fined, under Section 22 of the Canal and Ferries Act of 1870, a sum not exceeding Rupees 50 for any one infringement, or Rupees 5 per day for any continuing infringement.

A.

Form of Kychit to be executed by the Renter.

Kychit executed by
Amshom

Deshom
Taluk, the Collector of Malabar.

WHEREAS I have of my own free will purchased in auction the right of collecting tolls at the ferries in the said district named in the margin for period of one year, from the 1st of April 18 to 31st March 18, for Rupees, and whereas I have paid a deposit of Rupees, being 5 per cent. of the purchase-money on Rupees, and have now paid a further deposit of Rupees, making 20 per cent. with the first deposit, I do hereby covenant that I shall without failure conform, and cause all other persons under me to conform, to all the rules prescribed for the management of ferries in the District of Malabar and published in the *Malabar District Gazette*, dated, and I do hereby agree that I shall, in the event of any breach of the rules, submit to the penalties and risks therein prescribed.

I shall either execute a security bond equal to half the amount of the rental, or make in lieu of it a further deposit of 10 per cent. within thirty days from the date hereof.

N.B.—This kychit is to be executed on a stamp paper (to be purchased by the renter) of the value required for a bond equal to the amount of a year's rent and is to be duly registered at the expense of the renter.

B.

Form of Putta to be issued to the Renter.

Putta granted by the Collector of the Malabar District to _____ of _____ Amshom _____ Taluk.

WHEREAS the ferry farms named in the subjoined list have by you been purchased for Rupees _____ for a year, from 1st April 18 _____ to 31st March 18 _____, you shall pay the kists thereof on or before the dates mentioned below into the nearest Government Treasury.

[Here enter the names of ferries included in the farm.]

No.	Months and Dates in which the Kists to be paid.	Amount of each Kist.		
		RS.	A.	P.

[Here enter Rules 14 to 20 and Schedules C and D.]

C.

RATES of Toll to be levied at _____ Ferry in _____ Taluk.

Particulars.	Amount of Toll.		
	RS.	A.	P.
1. Four-wheeled carriage on springs with 12 men or animals drawing it, driver and passengers			
2. Two-wheeled carriage on springs with 12 men or animals drawing it, driver and passengers			
3. Conveyance without springs with the man or animals drawing it, loaded			
4. Do. do. do. without load			
5. Buffalo or bullock or other animal with load			
6. Do. do. without load			
7. Horse, mule, pony or ass with one attendant besides the rider			
8. Camel laden			
9. Do. unladen			
10. Palanquin, dhooly, tonjon or manchil with eight or more bearers			
11. Do. do. with less than eight bearers			
12. Man or woman, or child seven or more years old			
13. Do. do. with load			
14. Each sheep, goat or pig			
15. For every 60 lbs. of baggage or goods forming part of a vehicle's, animal's, or cooly's load			

Explanation I.—A bandy with one or more passengers, or with things either with or without passengers, will be considered as a loaded body.

Explanation II.—If the things in a baly be less than one hundred weight in weight and there be no passenger with it, the bandy will not be considered as loaded.

Explanation III.—Persons carrying loads or loads by means of kavadies, or balancing poles or otherwise, shall not be charged as persons with loads, if the loads carried are less than 30 lbs. avoirdupois in weight.

D.

List of Jangadams, Dhonies, &c., to be stationed at _____ Ferry.

Name of the Ferry.	DURING DRY WEATHER.						DURING THE MOONSOON.					
	Jangadams.	Boats with Awnings.	Large Dhony.	Small Dhony.	Mail Dhony.	Rowers.	Jangadams.	Boats with Awnings.	Large Dhony.	Small Dhony.	Mail Dhony.	Rowers.

(Signed) W. LOGAN,
Collector.

In the letter above recorded Mr. Logan submits proposals for the introduction of the Canal and Ferry Act into the district of Malabar as called for in G.O., dated 1st July 1878, No. 1,604.

2. The rules submitted are so exhaustive, and Mr. Logan's explanations so complete, that the Board have little to do but reward them on to Government with a general expression of their approval of the measures proposed. They may, however, remark that they concur in the opinion expressed in paragraph 3, that the payment of the Cochin share of the ferry rents may be viewed as "compensation" within the meaning of Section 29 of the Act. The list of ferries to be established under Section 13 and the fees to be fixed under Section 1 are given in paragraph 8 after being fully explained in paragraphs 4 to 7. The manner in which the limits of the renters' privileges are to be protected is described in paragraph 4, and the arrangement seems to the Board to be suited to the circumstances of the district and as feasible in practice under the Act as it has hitherto been under the general powers possessed by the Collector under customary usage. The principle adopted in fixing the rates of fees is, in the Board's opinion, correct and proposals for the exemption of certain public servants as detailed in the rules have so their full approval.

2. As recommended in the case of the Canara, the Board consider that the introduction of the Act should take place at the beginning of the next official year, and to allow of the necessary lapse of time, after publication of the rules as prescribed in Section 23 of the Act, it is requested that orders may be passed on these Proceedings.

4. The delegation of powers under Sections 15 to 17 to the Collector is also recommended as applied for in paragraph 17 Mr. Logan's letter.

(True Copies of Extract.)

(Signed) J. STURROCK,
Acting Secretary.

No. 135.

ORDER THEREON, 6th February 1879, No. 311.

Miscellaneous.

HIS GRACE the Governor in Council
approves and sanctions the introduction
of the Canals and Ferry Act of 1870

into the Malabar District from 1st April 1879, and directs that the usual notification
be published in the Government Gazette.

2. The rules proposed in these papers are generally approved, and will be
published in the Government Gazette for six weeks continuously before being
brought into operation, but the Collector will previously explain more exactly what
is intended as regards troops on the march and what has been the practice hitherto.
The effect of Rule 18 is not clearly apparent. The case of Canara is scarcely
analogous as troops there seldom have to march along the sea-border.

3. His Grace in Council delegates to the Collector of Malabar the powers
conferred by Sections 13, 15, and 17 of Madras Act I of 1870.

4. It is presumed that the Board will hereafter address the Government
regarding the utilisation of the funds under the Act.

5. The Board's attention is drawn to the great waste of printing in their
present Proceedings.

(True Extract.)

(Signed) J. H. GARSTIN,
Acting Secretary to Government.

To the Board of Revenue.
„ the Financial Department.
„ the Accountant-General.

Exd. W. J. Fischer.

23.9.73

1-11-75-

6/5/78 ✓

3-10-78 ✓

13-2-79

2-4-00 ✓

1-5-13 ✓

ie. No 538/74

Canals and Ferry Act—Approving and sanctioning the introduction of the — of 1870 into the Malabar District from 1st April 1872, and directing the publication of the usual notification in the Government Gazette.

1903 1073 No. 311

BOARD OF R. N. S.
E.C. S.C. A.C.

M. P. M. M. M.

2701 2701 2701

Handwritten signature

See also 10.5.77

✓ 1794/79
- 7/79/80