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MADRAS RECORD OFFICE

Government of Madras

Revenue

DEPARTMENT

G.O. No.	35	Press
B.P. No.		Misr
Dated	10 th January	1953
		1879

Original

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

10th January 1879, No. 35.

Read the following paper:—

No. 113. Proceedings of the Board of Revenue, dated 30th September 1878, No. 2,665.

Read the following letter from W. H. COMYN, Esq., Collector of South Canara, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Mangalore, 26th August 1878, No. 1,578:—

With reference to the Board's Proceedings, dated 13th July 1878, Miscellaneous No. 6,975, I have the honor to submit proposals for the introduction of the "Canals and Ferry Act, 1870" in this district.

2. There are no navigable channels opened or improved and kept up by Government in this district.

3. I beg to enclose a list showing the names of the existing public ferries in each taluk of the district, which may be brought by Notification within the operation of the Act. The monopoly of these ferries has all along vested in Government, and no private persons have any rights therein.

4. For the protection of the revenue derived from these ferries, it will be necessary to prohibit, under Section 13 of the Act, the transport, within one mile from the site of each ferry, of passengers, goods, carriages, carts, palanquins, munchedels, or animals, across the rivers and back-waters on which the ferries are established, in any boats or rafts, except such as are maintained or licensed by Government or by persons renting the ferries from Government. There is already an order to this effect issued by the Collector in 1868.

5. Under the present system, which appears to have been last revised* by the late Collector Mr. Thomas in 1868, the ferries in the district are divided into two classes according to their size and importance as shown in the enclosed list, and the tolls or fees payable at ferries of the second class are fixed at half the rates leviable at those of the first class. The ferries are, with two exceptions, at present farmed out for a period of three years, and the contractors are required to supply their own boats for the use of the several ferries, though "Jangars" or platforms for ferrying carriages, horses, &c., and the sheds necessary for their protection are provided by Government. This arrangement has worked well, and may, I think, be allowed to continue under Section 15 of the Act.

6. The two exceptions are the ferries on the Uchil river in the Mangalore Taluk and on the Uppala in the Kassargode Taluk. These rivers being fordable during the greater part of the fair weather, the receipts from these ferries are very low, and hence there were no bidders for them at the last sale. It being, however, important to provide means of transport for the Government Mails and the public in general, especially during the monsoon, the Local Fund Board have employed a couple of men at each ferry on a small salary, and allowed them also to collect 2nd-class fares from passengers, &c. The requisite number of boats being supplied and maintained by Government, these two ferries may, for the present, be considered as under Government management.

The present rates of tolls or fees are as follow:—

	1st-Class Ferry.			2nd-Class Ferry.		
	RS.	A.	P.	RS.	A.	P.
<i>For Boats or Pair of Boats.</i>						
(1.) For ferrying a man, woman, or child (infants free) with or without load, for each separate load, for each palanquin, muncheel or dhooly bearer, with or without full or empty palanquin, muncheel or dhooly ...	0	0	6	0	0	3
(2.) For laden cart ...	0	3	0	0	1	6
(3.) For unladen cart ...	0	1	6	0	0	9

	1st-Class Ferry.			2nd-Class Ferry.		
	RS.	A.	P.	RS.	A.	P.
<i>For Platforms (Jangars.)</i>						
1. For each horse or bullock, sheep or goat ...	0	1	0	0	0	6
2. For horses and horned cattle per batch of ten or under ...	0	5	0	0	2	6
3. For sheep and goats per batch of ten or under ...	0	2	0	0	1	0
4. For each laden cart, palanquin, muncheel or dhooly with bearers ...	0	4	0	0	2	0
5. For each unladen cart ...	0	2	0	0	1	0

8. These rates which seem to be fair have been in force for the last ten years, and the ferries being now farmed out for a period of three years from July 1877, it will be very inconvenient to alter the rates until the expiration of the current lease. I would, therefore, recommend that the above rates be confirmed and fixed by Government under Section 14 of the Act.

9. At present contractors are bound to ferry free of charge Government Mails, public servants (including Process Servers) actually travelling on duty and all persons employed by village officers to take official reports and remittances to the taluks or official reports to any Police station; and I trust that the Government will see fit to continue these exemptions under the Act.

10. In accordance with the existing practice, ferry renters have already furnished competent security (pledging landed property) for the due fulfilment of their engagements during the currency of the present lease. This arrangement may be continued, and the security already deposited may be accepted as security deposited under Section 17 of the Act.

In the case, however, of a few petty ferries for which no "Jangars" are provided by Government, and the rent whereof does not exceed Rupees 10 per annum, it is not usual to require the renters to furnish security if the full amount of rent is prepaid. In such cases, it seems scarcely necessary to enforce the provisions of Section 17.

11. The points desired by Government to be considered in connection with this subject are—

- (1) whether any, and if any, what rules should be adopted for the regulation of the channels and ferries concerned;
- (2) arrangements to be made for the transfer to Local Funds of the surplus proceeds of fees raised under the Act.

12. As to the first point, I find that the Collector is authorised by Sections 17 to 19 to interfere in the event of the Mats, servants, &c., of any ferry which has been leased out being unsafe or insufficient, and to have the defects remedied; while the payment of rents, &c., can as heretofore be regulated by the terms of the contract required to be executed by the renter.

13. There are, however, one or two points of no little importance to the public which are at present stipulated for in the contracts, but are not expressly provided for in the Act. As the contract cannot have the force of law, it seems advisable to adopt the following rules on these points:—

I. Ferry renters shall exhibit in a conspicuous place at each side of the ferry a table in English and the Vernacular of the district of the fees or tolls leviable from travellers and shall keep it so exposed to public view both in the fair and rainy season.

(N.B.—The provision on this subject in the latter part of Section 14 does not appear to be binding on ferry renters.)

II. Ferry renters 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 boats. Two cooly loads may be taken as equal in weight to one person.

III. Ferry renters will be liable to a fine not exceeding 50 Rupees for any one infringement of the above rules, or 5 Rupees a day for any continuing infringement.

IV. Ferry renters shall take care that mails, travellers, and passengers are not unnecessarily detained, but shall be ferried over without unreasonable delay.

V. For infringement of this rule ferry renters shall be liable to a fine not exceeding 50 Rupees, and in case of a second offence his lease shall be liable to be cancelled by the Collector, subject to the orders of the Board of Revenue.

VI. Prosecution of ferry renters for breach of this rule shall not be instituted except with the sanction of the Collector of the district.

14. With regard to the second point, the ferry rents are at present credited at once in the Local Fund accounts under the head "Allotments from General Revenue" (Special Funds) and form an item of receipts of the Road Fund to which all charges incurred on account of "Jangars," ferry sheds, &c., are also debited. Under Act IV of 1873 these rents will have to be carried to the credit of the "Canal and Ferry Fund" in the special fund accounts, and the charges connected with the maintenance of the ferries will also be defrayed from the same fund. The revenue from ferries amounts at present to Rupees 16,380, and the average expenditure to Rupees 870, leaving a surplus of about Rupees 15,500 a-year available for expenditure on roads. For the transfer of this surplus to Local Funds (Act IV of 1871) the simple arrangement now in force in the case of Surplus Cattle Pound Fund may, I think, be adopted with advantage, and the unexpended balance at the end of each quarter credited to the Road Fund under a general order from Government, directing that the Surplus Canal and Ferry Fund of the district be handed over to the Local Fund Board of this Circle for expenditure on the improvement, repair, and maintenance of the following roads, on all of which there are one or more ferries, and of which the usual maintenance allowance alone exceeds the above surplus as shown below:—

	Number of Ferries.	Mileage.	Maintenance Allowance.
			RS.
1. Road No. 1 from Mangalore to Mercara by the Sumpaje Ghaut ...	1	56	7,510
2. Road No. 3 from Calicut to Panamangalore, via Huzhug and Vettal ...	2	67	3,680
3. Road No. 5 from Mangalore to the Mysore frontier via the Agurabe Ghaut ...	2	60	6,600
4. Road No. 14 from Hospett near Someshwar to Udipi and Malpe with branch to Bijee...	3	32	2,560
5. Coast Road No. 22 from Byndur to Cavoy.	21	120	3,000
6. Road No. 11 from Bantwal to Mudbidri ...	1	15	820
7. Mangalore Road Circuit No. 24 ...	2	184	500
			<hr/> 24,670

ENCLOSURE No. 1.

List of Ferries in the South Canara District.

MANGALORE TALUK.

1st Class.

- | | |
|-----------|-----------------------|
| 1. Bolar. | 4. Gurupur. |
| 2. Jeppu. | 5. Bantwal-Netravati. |
| 3. Bolur. | |

2nd Class.

- | | |
|----------------------|------------------|
| 6. Harekala. | 23. Mular-Patna. |
| 7. Pavur. | 24. Karpe. |
| 8. Sasihittlu. | 25. Arambadi. |
| 9. Mulki (Hajamadi.) | 26. Mara. |
| 10. Atrabail. | 27. Gunduri. |
| 11. Shedde Addipadi. | 28. Permunda. |
| 12. Kulur. | 29. Bajre. |
| 13. Invali. | 30. Shirtady. |
| 14. Markada. | 31. Parpe. |
| 15. Sajip. | 32. Perdal. |
| 16. Munzur. | 33. Maipala. |
| 17. Badde-Katte. | 34. Patrame. |
| 18. Navur. | 35. Bandaru. |
| 19. Suria. | 36. Yellia. |
| 20. Matti-Karnire | 37. Agila Mogar. |
| 21. Pade. | 38. Uchila. |
| 22. Kodi. | |

KASARGODE TALUK.

1st Class.

- | | |
|-----------------|-----------|
| 1. Chandragiri. | 2. Shire. |
|-----------------|-----------|

2nd Class.

- | | |
|-------------------|-----------------|
| 3. Kariyangot. | 11. Kallatkare. |
| 4. Chittari. | 12. Katta. |
| 5. Mogral. | 13. Perambale. |
| 6. Kanipur. | 14. Tekkila. |
| 7. Uppala. | 15. Taire. |
| 8. Kadeshetallya. | 16. Boliyar. |
| 9. Kadeshetallya. | 17. Tangai. |
| 10. Chamnad. | 18. Bekalkhari. |

UPPINANGADI TALUK.

2nd Class.

- | | |
|-----------------|----------------|
| 1. Vallal. | 5. Kattar. |
| 2. Sannatmogar. | 6. Mallarmadi. |
| 3. Sarpadi. | 7. Isalpadi. |
| 4. Hossmatha. | |

UDUPI TALUK.

1st Class.

- | |
|-------------|
| 1. Mabukal. |
|-------------|

2nd Class.

- | | |
|-----------------|----------------|
| 2. Uddiyawar. | 9. Keravasso. |
| 3. Pettige. | 10. Marabinak. |
| 4. Kalyanpur. | 11. Pangal. |
| 5. Bhadriginri. | 12. Shivapur. |
| 6. Yennehole. | 13. Bajeh. |
| 7. Belle. | 14. Killinje. |
| 8. Pangamar. | |

KUNDAPUR TALUK.

1st Class.

- | |
|-------------------------|
| 1. Kundapur (Gangelli). |
|-------------------------|

2nd Class.

- | | |
|--------------------|--------------|
| 2. Yedamavinahole. | 4. Kodi. |
| 3. Mangarhole. | 5. Avitapla. |

(Signed)

W. H. COMYN, Collector.

MANGALORE,
26th August 1878.

SUBMITTED to Government with reference to G.O., Revenue Department, dated 1st July 1878, No. 1,604.

2. The Board agree generally with all the Collector's proposals, and recommend that a Notification be issued declaring that the provisions of Act I of 1870 shall apply to the ferries in the South Canara District from the 1st April 1879.

3. The existing arrangements are detailed in paragraphs 5 to 10. The Board concur with the Collector in considering that the same arrangements should be continued under the Act. On the 1st April 1879 a list of the ferries should be published under Section 13 with a prohibition of private transport within a mile of the ferries as recommended in paragraph 4 of the Collector's letter.

4. In paragraph 13 the Collector submits six draft rules. The Board recommend their acceptance, but in Rule V they would suggest "for any infringement" instead of "for infringement" and "his lease shall further be liable" instead of "his lease shall be liable."

Under Section 23, the rules shall not be passed until they have been published for six weeks in the Fort St. George Gazette and the District Gazette, and after they have been passed, they shall not come into force until two weeks after they have been published as passed. It seems, therefore, advisable to publish the proposed rules and the Notification under Section 2 at an early date, so that there may be no difficulty in the way of bringing the Act into full operation from the beginning of the next official year.

5. The Board concur with the Collector in considering that the surplus of the Canal and Ferry Fund of the district may most conveniently be transferred to the Local Fund under Act IV of 1871 in the same way as a portion of the surplus of the Cattle Pound Fund is now transferred, but the Accountant-General might also be asked to advise on this point.

6. Copy of these Proceedings will be forwarded to the Collector of Malabar with the request that he will submit his proposals for Malabar as soon as possible.

(True Copies and Extract.)

(Signed) J. STURROCK,
Acting Secretary.

REFERRED to the Accountant-General for remarks with reference to para-

(Signed) L. A. CAMPBELL,
Under-Secretary to Government.

OOTACAMUNI,
17th October 1878.

No. 114. From L. C. PROPYN, Esq., Accountant-General, Madras, to the Secretary, to Government, Revenue Department, dated Fort St. George, 26th October 1878, No. 6,006.

WITH reference to your endorsement, dated 17th instant, on the Board's Proceedings (herewith returned), No. 2,665, dated the 30th September 1878, I have the honor to state that should the Canal Funds be deemed available for the class of roads in question the simplest plan is to make a budget allotment for the purpose under Canal and Ferry Fund and to debit actual expenditure as it proceeds in the Public Works Department to Canal and Ferry Fund directly.

2. The present case is not analogous to the transfer of funds from the Surplus Pound Fund to Local Funds under Act IV of 1871. Such transfers are made for general and not (as in the present case) for special purposes.

No. 115.

ORDER THEREON, 10th January 1879, No. 35.

Miscellaneous.

HIS GRACE the Governor in Council approves and sanctions the Collector's proposals for the introduction of the

Canals and Ferry Act, 1870, in the South Canara District from 1st April 1879, and the usual notification will accordingly be published in the Gazettes.

2. The rules proposed by the Collector under Section 23 of the Act have the approval of Government. They will be published in the *Port St. George* and *District Gazettes* for six weeks continuously before being brought into operation.

3. Referring to paragraph 5 of the Board's Proceedings, the Government consider that the simplest plan as regards the surplus funds will be to grant them to the Local Fund specifically for the maintenance of the roads stated. The Collector should annually estimate the amount that may be so transferred and report to Government for orders to make the grant.

4. The Collector of Malabar should expedite submission of similar proposals for his district.

(True Extract.)

(Signed) H. S. THOMAS,
Acting Secretary to Government.

To the Board of Revenue.

„ the Accountant-General.

„ the Superintendent of the Government Gazette Press.

„ the Financial Department.

Exd. W. H. French.

No. 2,665.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 30th September 1878.

Read the following letter from W. H. COMYN, Esq., Collector of South Canara, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Mangalore, 26th August 1878, No. 1,578.

With reference to the Board's Proceedings, dated 13th July 1878, Miscellaneous No. 6,975, I have the honor to submit proposals for the introduction of the "Canals and Ferry Act, 1870" in this district.

2. There are no navigable channels opened or improved and kept up by Government in this district.

3. I beg to enclose a list showing the names of the existing public ferries in each taluk of the district, which may be brought by Notification within the operation of the Act. The monopoly of these ferries has all along vested in Government, and no private persons have any rights therein.

4. For the protection of the revenue derived from these ferries, it will be necessary to prohibit, under Section 13 of the Act, the transport, within one mile from the mouth of each ferry, of passengers, goods, carriages, carts, palanquins, muncheels, or animals, across the rivers and back-waters on which the ferries are established, in any boats or rafts, except such as are maintained or licensed by Government or by persons renting the ferries from Government. There is already an order to this effect issued by the Collector in 1868.

5. Under the present system, which appears to have been last revised* by the Board's Proceedings, 17th March 1868, No. 1,926, and 9th October 1868, No. 7,215, late Collector Mr. Thomas in 1868, the ferries in the district are divided into two classes according to their size and importance as shown in the enclosed list, and the tolls or fees payable at ferries of the second class are fixed at half the rates leviable at those of the first class. The ferries are, with two exceptions, at present farmed out for a period of three years, and the contractors are required to supply their own boats for the use of the several ferries, though "Jangars" or platforms for ferrying carriages, horses, &c., and the sheds necessary for their protection are provided by Government. This arrangement has worked well, and may, I think, be allowed to continue under Section 15 of the Act.

6. The two exceptions are the ferries on the Uchil river in the Mangalore Taluk and on the Uppala in the Kassargode Taluk. These rivers being fordable during the greater part of the fair weather, the receipts from these ferries are very low, and hence there were no bidders for them at the last sale. It being, however, important to provide means of transport for the Government Mails and the public in general, especially during the monsoon, the Local Fund Board have employed a couple of men at each ferry on a small salary, and allowed them also to collect 2nd-class fees from passengers, &c. The requisite number of boats being supplied and maintained by Government, these two ferries may, for the present, be considered as under Government management.

7. The present rates of tolls or fees are as follow :—

For Boats or Pair of Boats.		1st-Class Ferry.			2nd-Class Ferry.		
		RS.	A.	P.	RS.	A.	P.
(1.) For ferrying a man, woman, or child (infants free) with or without load, for each separate load, for each palanquin, muncheel or dhooly bearer, with or without full or empty palanquin, muncheel or dhooly.		0	0	6	0	0	3
(2.) For laden cart		0	3	0	0	1	6
(3.) For unladen cart		0	1	6	0	0	9
For Platforms (Jangars.)		1st-Class Ferry.			2nd-Class Ferry.		
		RS.	A.	P.	RS.	A.	P.
1. For each horse or bullock, sheep or goat		0	1	0	0	0	6
2. For horses and horned cattle per batch of ten or under		0	5	0	0	2	6
3. For sheep and goats per batch of ten or under		0	2	0	0	1	0
4. For each laden cart, palanquin, muncheel or dhooly with bearers		0	4	0	0	2	0
5. For each unladen cart		0	2	0	0	1	0

8. These rates which seem to be fair have been in force for the last ten years, and the ferries being now farmed out for a period of three years from July 1877, it will be very inconvenient to alter the rates until the expiration of the current lease. I would, therefore, recommend that the above rates be confirmed and fixed by Government under Section 14 of the Act.

9. At present contractors are bound to ferry free of charge Government Mails, public servants (including Process Servers) actually travelling on duty and all persons employed by village officers to take official reports and remittances to the taluks or official reports to any Police station; and I trust that the Government will see fit to continue these exemptions under the Act.

10. In accordance with the existing practice, ferry renters have already furnished competent security (pledging landed property) for the due fulfilment of their engagements during the currency of the present lease. This arrangement may be continued, and the security already deposited may be accepted as security deposited under Section 17 of the Act.

In the case, however, of a few petty ferries for which no "Jangars" are provided by Government, and the rent whereof does not exceed Rupees 10 per annum, it is not usual to require the renters to furnish security if the full amount of rent is prepaid. In such cases, it seems scarcely necessary to enforce the provisions of Section 17.

11. The points desired by Government to be considered in connection with this subject are—

- (1) whether any, and if any, what rules should be adopted for the regulation of the channels and ferries concerned;
- (2) arrangements to be made for the transfer to Local Funds of the surplus proceeds of fees raised under the Act.

12. As to the first point, I find that the Collector is authorised by Sections 17 to 19 to interfere in the event of the boats, servants, &c., of any ferry which has been leased out being unsafe or insufficient, and to have the defects remedied; while the payment of rents, &c., can as heretofore be regulated by the terms of the contract required to be executed by the renter.

13. There are, however, one or two points of no little importance to the public, which are at present stipulated for in the contracts, but are not expressly provided for in the Act. As the contract cannot have the force of law, it seems advisable to adopt the following rules on these points :—

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III. Ferry renters will be liable to a fine not exceeding 50 Rupees for any one infringement of the above rules, or 5 Rupees a day for any continuing infringement.

IV. Ferry renters shall take care that mails, travellers, and passengers are not unnecessarily detained, but shall be ferried over without unreasonable delay.

V. For infringement of this rule ferry renters shall be liable to a fine not exceeding 50 Rupees, and in case of a second offence his lease shall be liable to be cancelled by the Collector, subject to the orders of the Board of Revenue.

VI. Prosecution of ferry renters for breach of this rule shall not be instituted except with the sanction of the Collector of the district.

14. With regard to the second point, the ferry rents are at present credited at once in the Local Fund accounts under the head "Allotments from General Revenue" (Special Funds) and form an item of receipts of the Road Fund to which all charges incurred on account of "Jangars," ferry sheds, &c., are also debited. Under Act IV of 1878 these rents will have to be carried to the credit of the "Canal and Ferry Fund" in the special fund accounts, and the charges connected with the maintenance of the ferries will also be defrayed from the same fund. The revenue from ferries amounts at present to Rupees 16,380, and the average expenditure to Rupees 870, leaving a surplus of about Rupees 15,500 a-year available for expenditure on roads. For the transfer of this surplus to Local Funds (Act IV of 1871) the simple arrangement now in force in the case of Surplus Cattle Pound Fund may, I think, be adopted with advantage and the unexpended balance at the end of each quarter credited to Local Funds under a general order from Government, directing that the Surplus Canal and Ferry Fund of the district be handed over to the Local Fund Board of this Circle for expenditure on the improvement, repair, and maintenance of the following roads, on all of which there are one or more ferries, and of which the usual maintenance allowance alone exceeds the above surplus as shown below :—

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3. Road No. 5 from Mangalore to the Mysore frontier via the Agumbe Ghaut	2	60	6,600
4. Road No. 14 from Hospett near Someshwar to Udipi and Malpe with branch to Baje	3	32	2,560
5. Coast Road No. 22 from Byndur to Cavay	21	120	3,000
6. Road No. 11 from Bantwal to Mulbidri	1	15	820
7. Mangalore Road Circuit No. 24	2	184	500
			<u>24,670</u>

ENCLOSURE No. 1.

List of Ferries in the South Canara District.

MANGALORE TALUK.

1st Class.

- | | |
|-----------|-----------------------|
| 1. Bolar. | 4. Gurupur. |
| 2. Jeppu. | 5. Benzwal-Netravati. |
| 3. Bolur. | |

2nd Class.

- | | |
|------------------------|------------------|
| 6. Harekala. | 23. Mulur-Patna. |
| 7. P. P. | 24. Korpe. |
| 8. Sasilathu. | 25. Arambadi. |
| 9. Mulki (Himadi.) | 26. Mara. |
| 10. Atrabail. | 27. Gauduri. |
| 11. Sheddle Adalapadi. | 28. Pannunda. |
| 12. Kulur. | 29. Bajre. |
| 13. Invali. | 30. Shitady. |
| 14. Marsada. | 31. Parpe. |
| 15. Sajip. | 32. Pordal. |
| 16. Munnur. | 33. Maipala. |
| 17. Balde-Katte. | 34. Patramo. |
| 18. Navur. | 35. Bandaru. |
| 19. Suria. | 36. Yellia. |
| 20. Matti-Karnire. | 37. Azila Mogar. |
| 21. Pale. | 38. Uchila. |
| 22. Kodi. | |

KASSARGODE TALUK.

1st Class.

- | | |
|-----------------|-----------|
| 1. Chandragiri. | 2. Shire. |
|-----------------|-----------|

2nd Class.

- | | |
|-------------------|-----------------|
| 3. Kariyangot. | 11. Kallatkare. |
| 4. Chittari. | 12. Kote. |
| 5. Meghal. | 13. Pambala. |
| 6. Kanipar. | 14. Tekkila. |
| 7. Uppala. | 15. Taire. |
| 8. Kemana Gandhi. | 16. Boliyar. |
| 9. Kadeshevallya. | 17. Tangai. |
| 10. Chigmad. | 18. Bekalkhari. |

UPPINANGADI TALUK.

2nd Class.

- | | |
|-----------------|----------------|
| 1. Vallal. | 5. Kattar. |
| 2. Sannatmogar. | 6. Mallarmadi. |
| 3. Sarpadi. | 7. Islampadi. |
| 4. Hossmatha. | |

UDUPI TALUK.

1st Class.

- | |
|-------------|
| 1. Mabukal. |
|-------------|

2nd Class.

- | | |
|-----------------|---------------------|
| 2. Uddiyawar. | 9. Keravasser. |
| 3. Pettige. | 10. Marabarakadavu. |
| 4. Kalyanpur. | 11. Pangai. |
| 5. Bhadriginri. | 12. Shivapur. |
| 6. Yennehole. | 13. Bajchi. |
| 7. Belle. | 14. Kallinje. |
| 8. Pangamar. | |

KUNDAPUR TALUK.

1st Class.

- | |
|-------------------------|
| 1. Kundapur (Gangolli). |
|-------------------------|

2nd Class.

- | | |
|--------------------|--------------|
| 2. Yedamavinahole. | 4. Kodi. |
| 3. Hangarhole. | 5. Avibaglu. |

SUBMITTED to Government with reference to G.O., Revenue Department, dated 1st July 1878, No. 1,604.

2. The Board agree generally with all the Collector's proposals, and recommend that a Notification be issued declaring that the provisions of Act I of 1870 shall apply to the ferries in the South Canara District from the 1st April 1879.

3. The existing arrangements detailed in paragraphs 5 to 10. The Board concur with the Collector in considering that the same arrangements should be continued under the Act. On the 1st April 1879 a list of the ferries should be prepared under Section 13 with a prohibition of private transport within a mile of the ferries as recommended in paragraph 4 of the Collector's letter.

4. In paragraph 13 the Collector submits six draft rules. The Board recommend their acceptance, but in Rule V they would suggest "for any infringement instead of "for infringement" and "his lease shall further be liable" instead of "his lease shall be liable."

Under Section 23, the rules shall not be passed until they have been published for six weeks in the Fort St. George Gazette, and the District Gazette, and after they have been passed, they shall not come into force until two weeks after they have been published as passed. It seems, therefore, advisable to publish the proposed rules and the Notification under Section 2 at an early date, so that there may be no difficulty in the way of bringing the Act into full operation from the beginning of the next official year.

5. The Board concur with the Collector in considering that the surplus of the Canal and Ferry Fund of the district may most conveniently be transferred to the Local Fund under Act IV of 1871 in the same way as a portion of the surplus of the Cattle Pound Fund is now transferred, but the Accountant-General might also be asked to advise on this point.

6. Copy of these Proceedings will be forwarded to the Collector of Malabar with the request that he will submit his proposals for Malabar as soon as possible.

(True Copies and Extract.)

Murthy
Acting Sub-Secretary.

To the Secretary to Government, Revenue Department.
Collector of Malabar.
Copy to the Collector of South Canara.

Exd. F. R. Bantleman,

Book DEPARTMENT.

No. 6006

Fort Saint George,
Accountant General's Office,
26 October 1878.

FROM THE ACCOUNTANT GENERAL
TO THE GOVERNMENT OF MADRAS,

To THE *Secretary to Government*
Revenue Department

SIR,

With reference to your endorsement dated 17th instant on the Board's Proceedings (herewith returned) No. 2665 dated the 30th September 1878 I have the honor to state that should the Canal funds be deemed available for the class of roads in question the simplest plan is to make a Budget allotment for the purpose under Canal and Ferry Fund, and to debit actual expenditure as it proceeds in the Public Works Department to Canal and Ferry Fund directly.

2. The present case is not analogous to the transfer of funds from the Surplus Canal Fund to Local Funds under Act IV of 1871. Such transfers were made for general and not (as in the present case) for special purposes.

I have the honor to be
Sir,

Your obedient servant

W. Proby
Accountant General

compd CP

ACCT GENL OFFICE

REC'D 21-10-78

Revenue Department
No. 4532.
1878.
From 27th 9th Aug 1879
Board of Revenue,
MADRAS.

THE SECRETARY TO GOVT.,
REVENUE DEPARTMENT,

cc.
Dated 26th 29th 10 January 1879
Dated September 30th.
Printed 10th October.

Received 16-9

Proceedings, 30th SEPTEMBER 1878, No. 2,665.

24012/10/78

SEPTEMBER.

No. 2,665.

Canals and Ferry Act 1870.—Submitting to Government proposals of Collector of South Canara for the introduction of the — in the district, and requesting Collector of Malabar to submit proposal for his district as soon as possible.

Handed by Agent
Office
17 October 1878
10/11/78
21
Mr. Proby
cc. Mr. Proby
cc. Mr. Proby

17 79

Revenue Department

Accountant General's letter dated
26th October, 1878 no. 6006.

Sanction the proposals.

Suggestion will
Report: sh. annually
estimate the amt. that
may be to transfer to
Export: Gov. proceeds
making the grant.

3. It is submitted that the proposed rules with the slight modifications made by the Board be approved and published in the Gazette together with the usual Notification under Section 2 Act I of 1870 extending the Act to the ferries named from

1874 Bureau DEPARTMENT,

FROM *Shas 2/10 22 May 79*
THE ACCOUNTANT GENERAL, MADRAS,

To the Honorable the President of the Senate

Alvin J. Drake

Recd. 26-10 January 1879

Dated 26 Dec 1937
Recd. 23/1/38 No. of answer:
Anal.

Subject.

State and Street. The
Pana. March the Annual Convention
also for the State of New York
in relation to the Anti-Slavery
to be made a Declaration
for the purpose of

2011

K.C. 21: 2000/88.
C. 5200/88/87/86/85/84/83/82/81/80/79/78/77/76/75/74/73/72/71/70/69/68/67/66/65/64/63/62/61/60/59/58/57/56/55/54/53/52/51/50/49/48/47/46/45/44/43/42/41/40/39/38/37/36/35/34/33/32/31/30/29/28/27/26/25/24/23/22/21/20/19/18/17/16/15/14/13/12/11/10/9/8/7/6/5/4/3/2/1/0

1st April next.

All the Collector's proposals have generally the concurrence of the Board. They relate to

I. Para 3. — The names of the public ferries which may be brought within the operation of the Act.

II. Para 4. — Prohibition, under Section 13 of the Act, of the transport within one mile from the site of each ferry, of passengers, goods &c except in licensed or govt boats.

III. Para 5. — Period of currency of contracts, and conditions for supply and preservation of boats.

IV. Para 6. — The exceptional treatment of ~~two~~ ferries in the Nidul river.

V. Paras 7 & 8. — Confirmation of existing rules under Section 14.

VI. Para 9. — Exemption from charge of Government boats, and public servants travelling on duty &c.

VII. Para 10. — Security to be furnished by Contractors under Section 17 of the Act.

Para 13.

VIII. — By laws for regulating

the conduct of the punters.

Para 14.

IX. — Appropriation of the Surplus

Funds.

5. In regard to the last point,

Collector states that the estimated annual surplus is Rs 15500.

~~the~~ Collector proposes to transfer to the Local Fund Board as in the case of Surplus Cattle Pound for expenditure on roads "on all of which there are one or more ferries". The Board approve the Collector's proposal, but suggest that the Accountant General be asked to advise on the point.

The Accountant General has accordingly been communicated with, and his reply, in the second paper above referred to, observes — "the simplest plan is to make a Budget allotment for the purpose under Canal and Ferry Fund and to debit actual expenditure as it proceeds in the Public Works department to

Canal and Ferry Fund directly -
 The present case is not analogous
 to the transfer of funds from
 the surplus bonded fund to local
 funds under Act IX of 1871. Such
 transfers are made for general
 and not (as in the present case)
 for special purposes."

B. The Board have requested
 the Collector of Malabar to submit
 his proposals as soon as possible.

655/17450/4850

1. 1. 1. 1. 1. 1.

proceedings of the Bd
of Revenue dated 30 Sept 78
No 2665.

Revenue Department.

No 26

Proceedings of the Madras Government.
Under date the 10 January 1879

Read the following
papers:-

Proceedings of the Bd
of Revenue dated 30 Sept 78
No 2665.

Letter from the Acctt Genl
dated 26 October 1878 No 6006.

His Grace the Governor
in Council approves and sanc-
tions the Collector's proposals
for the introduction of the
Canals and Ferry Act 1870
in the South Canara District
from

from 1st April 1879 and the usual notification will accordingly be published in the Gazette.

2. The rules proposed by the collector under Section 23 of the Act have the approval of Government, subject to the slight modifications made by the Board. They will be published in the Fort Saint George and District Gazette for six weeks continuously before being given effect to.

3. Referring to paragraph 5 of the Board's Proceedings, the Government

alter accordingly - but I do not see the papers with the papers - here 9-1-79 -

observe that the simplest plan as regards the surplus funds will be to grant them to the Local Fund specially for the maintenance of the roads specified. The collector should annually estimate the amount that may be so transferred and report to Government for orders making the grants. 4. The collector of Malabar should expedite submission of similar proposals for his District.

- 14- For the Board of Dec 25 1878
- 6- The Secy and General
- 1- The Supd of the Gazette Office
- 5- The Financial Dept

Wm
9-1-79
dwpurck

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Rever. Sept
Oros. 10 Aug. 1879

Re 15 1879
W. L. S. 1879
J. W. S. 1879

B. No 115

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