Archives I -10,006—16-8 77.

(1) Number of pages 56

(2) Date of repair 13. 11. 86

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W DEPARTMENT

G.O. No. B.P. No.	2272-A-W	Press. Mis.
Dated	4. 9. 1879	~~197~~ .

Not to be folded or roughly handled

2272-A
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

4th September 1879, No. 2,272-A W.

General.
Establishment.

Read the following papers :—

No. 20-A. From Major H. M. VIBART, R.E., Acting Superintending Engineer, Third Circle, to the Chief Engineer, Public Works Department, dated 2nd August 1879, No. 4,512.

WITH reference to paragraph 3 of Government Order, No. 1,801-AW., of 8th July 1879, I have the honor to forward a report from the Executive Officer in charge of Buckingham Canal Division, Mr. Ottmann. The canal is divided into six sections, and the toll stations are to be fixed at—

Covelong.
Madras.
Pulicat.
Dugarajapatam.
Eskapally.
Kottapatam.

These stations have been divided into three classes, in accordance with their importance; Madras, being the most important, is set down as first class; Dugarajapatam, Eskapally, and Kottapatam, second, and Covelong and Pulicat, third class.

2. The Madras station establishment will be—

	RS.
1 Superintendent on	100
2 Clerks	30 and 20
1 Cashier	15
7 Lascars and Peons at Rupees 7	49

This station having no night duty will have only one cashier; but two clerks will be necessary, as the office work will no doubt be heavy.

3. The second class offices will have—

	RS.
1 Superintendent	60
1 Clerk	20
1 Head Cashier	15
1 Assistant do.	12
5 Lascars	35

142

These stations will have night duty, one cashier will take the day duty and the other the night, alternately. In the same way the Superintendent and clerk will share the work. Madras will have three lascars and four peons: all offices will have to remit money daily to treasuries, and three peons at least at all the less important stations will be required, while four will be required for Madras. Two lascars have been allowed at smaller stations and three at Madras to preserve order among the boats and boat people in the neighbourhood of the toll-house.

4. The third class toll office will have—

	RS.
1 Superintendent	50
1 Clerk	20
1 Head Cashier	15
1 Assistant do.	12
5 Lascars and Peons	35

132

Temporary sheds can, of course, be run up readily, but it would be safer and more convenient to have proper offices erected as soon as possible. I have called upon the

Executive Officer to send in plans and estimates for these works as soon as possible, but as the canal rules will come into force on 15th September (seven weeks hence) I have directed temporary sheds to be erected without delay. Toll chains will have to be fixed across the canal at the several toll-houses, similar to that at Papan Chuttrum office. Each office must, of course, be furnished with office furniture, cash box and good lights. There is plenty of office furniture available as also cash boxes. Good lamps will have to be purchased, as it is of importance that the toll-houses should be well lighted at night. Arrangements, it will be observed, have been made to print the necessary forms at the Gazette Press. All boats on the canal have to be re-numbered, re-measured, &c., and to do this in a satisfactory manner a temporary establishment will be required for three months—

	RS.
1 Temporary Overseer on	60
1 Clerk	15
1 Painter	10
3 Lascars at 7	21

at a cost per mensem of 106, and a total expense of Rupees 318.

5. The total expenses for establishment required for collection of tolls, &c., will be as follows—

					RS.
One first class establishment	Rupees	214	per mensem		214
Three second class	„	„	142	„	426
Two third class	„	„	132	„	264
				Total ...	904

5. In addition to this a small establishment is allowed for the division to conduct the canal work—

	RS.
1 Clerk on	30
1 Do.	20
1 Attender	8
2 Peons	14
	72

Thus the total monthly charge will be Rupees 976, or Rupees 11,712 per annum, Rupees 788 have been added for contingent charges, bringing the gross cost of establishment up to Rupees 12,500, or rather more than Rupees 1,000 a-month.

7. The Superintendent and cashier will be required to furnish security to ten and twenty times their salaries, respectively.

8. The building at the Basin, now used by lime kiln establishment, will do for the first class office, but five new offices will be required, and these should be built at once.

9. Regarding the publication of information for boat owners, the rules are to be printed in English, Tamil, Telugu, and pasted on boards in the same way as done at Railway stations.

10. In conclusion, I wish to point out that the toll stations are placed at the central point of each section. It would seem to be better to have them at the ends of the sections. The Superintendents will then be in a better position to check evasion of tolls. Mr. Ottmann also points out that the 2½ feet load line will seriously affect the northern boatowners, whose boats are heavy and draw 1½ to 2 feet when unloaded. I have the honor to request that *very early* orders may be passed on the proposals now submitted as in seven weeks the rules come into force. You will observe that Mr. O'Shaughnessy was asked by Mr. Ottmann to give in a memorandum his views on the whole subject; but that he declined unless called on by the Superintending Engineer to do so. I only received Mr. Ottmann's report yesterday,* and was not aware that Mr. O'Shaughnessy had declined to furnish the information

* 27th July.

2272-A
2

required, or I would have written to him for it. I cannot do so now as he has gone up the canal with the Sappers, and I think it is important that the papers should be sent off without delay. I consider that Mr. O'Shaughnessy should have sent ~~to~~ a memorandum, but it is, I think, of no material consequence as Mr. Ottmann seems ~~A~~ to me to have dealt with the matter in a satisfactory manner.

No. 20-B. From the Superintending Engineer, Third Circle, dated Eskapally, 23rd August 1879.

No. 20-C. ORDER THEREON, 4th September 1879, No. 2,272-A W.

HIS Grace the Governor in Council resolves to sanction provisionally, for a period of six months, the entertainment of the establishments* proposed by the Acting Superintending Engineer in his letter of the 2nd August, No. 4,512.

2. The monthly cost of these will amount to Rupees 976, to which Rs. 394 will be added for contingent charges during the six months for which this provisional sanction will hold good.

976
34
942

3. Separate orders will be passed on the Acting Superintending Engineer's observations in regard to Mr. O'Shaughnessy's proceedings.

4. The sanction accorded in paragraph 1 of these Proceedings has been registered as Provincial No. 5 W., of 1879-80.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

* First class at Shadyankupum.
Second „ at Royadoravu.
„ „ at Kadur.
„ „ at Ramapatam.
Third „ at Adyar.
„ „ at Chinna Ganjam.

To the Superintending Engineer, Third Circle.
„ Examiner of Public Works Accounts.
„ Revenue Department.

Exd. S. T. Austin.
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of (1879) Madras.

PUBLIC WORKS.

To

The SUPERINTENDING ENGINEER,
THIRD CIRCLE,
&c., &c., &c.

Dated September 4th.

Issued

Recd. Encl.

G. O., 4th September 1879, No. 2,272-A W.

SEPTEMBER.

Nos. 20-A—20-C.

Toll, &c., Establishments on the Buckingham Canal.—Sanctions provisionally, for a period of six months, the entertainment of the proposed—.

No. 4512. 3rd Circle Supg Engrs Office
2nd August 1879.
Dispd 5th do

2272 A
3

From
The Superintending Engineer
3rd Circle

To
The Chief Engineer
Public Works Department

Sir,

Enc 3. With reference to para 3 of Government Order No 1801 A.W. of 8th July 1879 I have the honor to forward a report from the Executive Officer in charge of Buckingham Canal Division Mr Ottmann. The Canal is divided into 6 sections, and the toll stations are to be fixed at

Covelong
Madras
Pulicat
Dugarajapatam
Eskapally
Kottapatam

These stations have been divided into 3 classes in accordance with their importance; Madras being the most important is set down as 1st class, Dugarajapatam, Eskapally, and Kottapatam 2nd, and Covelong and Pulicat

3rd class.

The Madras Station Establishment will be

1 Superintendent on	100 Rs
2 Clerks	30 & 20 Rs
1 Cashier	15
7 Lascars and Peons at 7 Rs	49

This Station having no night duty will have only one Cashier; but 2 Clerks will be necessary as the office work will, no doubt, be heavy.

The 2nd class offices will have

1 Superintendent	60 Rs.
1 Clerk	20 -
1 Head Cashier	15 -
1 Asstt — Do	12 -
5 Lascars	35 -

These Stations will have night duty, ~~and~~ one Cashier will take the day duty and the other the night, alternately. In the same way the Superintendent and Clerk will share the work. Madras will have 3 Lascars, and 4 Peons. All offices will have to remit money daily to treasuries, and 3 Peons at least at all the less important stations will be required - while 4 will be required for Madras. Two Lascars have been allowed at smaller stations, and 3

at

at Madras to preserve order among the boats and boat people in the neighbourhood of the toll house.

The 3rd Class Toll office will have

1 Superintendent	50 Rs.
1 Clerk	20 -
1 Head Cashier	15 -
1 Asstt	12 -
5 Lascars and Peons	35 -

Temporary sheds can, of course, be run up readily - but it would be safer and more convenient to have proper offices erected as soon as possible. I have called upon the Executive Officer to send in plans and estimates for these works as soon as possible - but as the Canal Rules will come into force on 15th September (7 weeks hence) I have directed temporary sheds to be erected without delay. Toll chains will have to be fixed across the Canal at the several toll houses similar to that at Papan Chatram office. Each office must, of course, be furnished with office furniture, Cash box and good lights. There is plenty of office furniture available - as also Cash boxes. Good Lamps will have to be purchased as it is of importance that the Toll

Houses should be well lighted at night. Arrangements, it will be observed, have been made to print the necessary forms at the Gazette Press. All boats on the Canal have to be re-numbered, re-measured &c and to do this in a satisfactory manner, a temporary establishment will be required for 3 months

1 Temporary Overseer	on 60 Rs
1 Clerk	15
1 Painter	10
3 Lascars at 7	21

at a cost per mensem of 106, and a total expense of Rs 318.

The total expenses for establishment required for collection of tolls &c. will be as follows.

One 1st Class Establishment	Rs 214 per mensem	214
Three 2d	" 142	426
Two 3d	" 132	264
		904

In addition to this a small establishment is allowed for the Division to conduct the canal work.

1 Clerk	on 30 Rs
1 "	20
1 Attender	8
2 Peons	14
	72

Thus

Thus the total monthly charge will be 976 Rs or 11,712. Rs per annum — 788 Rs have been added for Contingent charges bringing the gross cost of Establishment up to 12,500 or rather more than 1000 Rs a month.

22712/5

The Superintendent and Cashier will be required to furnish security to 10 and 20 times their salaries respectively

The building at the Basin now used by Lime Kiln Establishment will do for the 1st Class office, but 5 new offices will be required, and these should be built at once.

Regarding the publication of information for boat owners: the Rules are to be printed in English, Tamil Telugu, and pasted on boards in the same way as done at Railway Stations.

In conclusion I wish to point out that the toll stations are placed at the central point of each section. It would seem to be better to have them at the ends of the sections. The Superintendents will then be in a better position to check evasion of tolls. Mr Oltmann also points out that the 2½ ft. load line will seriously affect the Northern boat owners, ~~which~~ whose boats are heavy, and draw 1½ to 2 feet when unloaded. I have the honor to request that very early orders may be passed on the proposals now submitted as in 7 weeks, the Rules come into force. You will observe that Mr. O'Shaughnessy was asked by Mr. Ottmann to give in a Memorandum his views on the whole subject; but that he declined unless called on by the Supg. Engineer to do so. I only received Mr. Ottmann's report ×yesterday and was not aware that Mr. O'Shaughnessy had declined to furnish the information required, or I would have written to him for it. I cannot do so now, as he has gone up the Canal with the Sappers, and I think it is important that the papers should be sent off without delay. I consider that Mr. O'Shaughnessy should have sent a Memo: but it is, I think, of no material consequence as Mr. Ottmann seems to me to have dealt with the matter in

× 27th July

a

a satisfactory manner.

I have the honor to be
Sir
2072A/6

Your most obedient servant

Henry M. Vibart Major R.E.
Ag. Supg. Engineer 3rd Circle.

G.O. No. 1801 A. W. — 8 — 7 — 79 –
C.C. 2158 — 1 — 8 — 79
" 1589 — 5 — 4 — 78
" 1226 — 9 — 3 — 78 –
G.O. No. 284 — 21 — 2 — 78 } Rev: Dept
" 1315 — 21 — 6 — 79
G.O. No. 877 I — 4 — 11 — 78 –
C. No. 4145 with Office Note of 1878
Rules reg.d Navigation on the B.C. Canal Papers

3/6950/79

C.W.D.
1879.
No. 5757

From

The Supt Engr 3.d C.

G.O. 4th Septr/79 No 2272 A.W.

No 4512.

Dated 2.d }
Despt 5th } August/79.
Recd }

C.G. 2743 D/ } 14-8-79.
C.G. 2744 D/ }

Enc: 3.

Tolls &c on the Buckingham Canal —— Forwards a report & Statements received from the Ex: Offr Mr Ottmann regarding the —

20 A

to Actg 7-8-/ 13-1

No 1065.

Buckingham Canal Dn Office
Chepauk 26th July 1879.

Establishment required for carrying the Rules for the [illegible] Canal.

2272 A/7

Supg Engineer's No 4131 of 16th July 1879.

From
The Executive Officer
Buckingham Canal Division
To
The Superintending Engineer
3.d Circle

Enc: 2.

Sir

With reference to para 3 of G.O. No 1801 A. W. of 8th instant, on the subject at the head of this letter, and the instructions given by you yesterday on the subject, I have the honor to submit a statement of the establishment required for giving effect to the Rules and Bye-laws for the Navigation of Canal, authorised in the above G.O., to be put into effect from 15th September next.

2. I have classified, as will be observed from the Statement, the Toll sections according to their

importance, from my knowledge of the present business doing at each.

The Madras Section B being the terminal station for the Trade, takes the first place, and is classed I. Kristnapatam D, Ramapatam E and Kottapatam F sections are second in importance and classed II. The remaining sections Sadras A, Pulicat C, are classed III.

The nearer Madras the greater the traffic. Sections A & B are certainly more important than D E & F

3. Each Toll office will consist of a Superintendent, 1 Clerk, 2 Cashiers 2 Lascars and 3 Peons except the terminal office which will have 3 Peons and 4 Lascars. The number of hands otherwise in each office will be the same, their salaries however being rated according to the class of the office.

4. Each office except the Terminal one, must necessarily have a Superintendent, and a Clerk, and I consider 2 Cashiers are necessary for day and night duty, indispensably. The Superintendent and Clerk, taking turns in the night duty. The terminal office having no night duty, will not have a Second Cashier, but is provided with a second clerk.

5. As regards Lascars and Peons, all offices having to remit money daily to Treasuries, will need 2 Peons at least for that duty, the 3rd allowed remaining to watch the office. Two Lascars are allowed each of these offices for the present; which I consider will barely do, but after trial, other arrangeme might be made; the work cannot be done with a smaller number.

6. The Terminal office is allowed 3 Peons and 4 Lascars for the present, owing to its importance; the number o Lascars is likely to be insufficient, bu can be subsequently considered.

7. Every Lascar and Peon must wear a Badge of office.

8. The Superintendents and Cashie should be required to furnish secu the former to the extent of 10 times a the latter 20 times their salaries.

Security should be in proportion to probable receipts

9. The Terminal office not having night work is provided with but one shroff, but an extra clerk is given, as the office work will be heavy.

10. Provision is also made in the statem for an establishment for the Divisio office, to conduct the Canal work, a

the Public Works Establishment will be quite inadequate, for the very extensive additional work that will devolve on it, when the Rules come into force, 2 Clerks, 1 Attender, and 2 Peons are asked for which is as small a number as can well perform the additional work.

The present Establishment is quite sufficient

11. The present establishments of the Madras and Papan Chattram Toll and License offices, and of the Shadiyankupam Lock will be utilized in the formation of the proposed establishment.

The Madras office consists of

1 Superintendent	Rs 100 ✓
1 Clerk	" 30 ✓
1 Shroff	" 10 ✓
4 Peons	" 28
1 Masaljee	" 5

The Papan Chattram Superintendent has not yet sent in the list of his Establishment.

The Lock establishment consists of

1 Head Gomastah	Rs 20 ✓
1 Dy Do	" 12 ✓
1 Head Lascar	" 8 ✓
4 Lascars	" 28

of this Establishment, only the Lascars need be retained for the Lock; the

[illegible]

2

the work for which the Gomastahs are employed, viz to issue passes will be discontinued at the Lock office, when the Rules come into force.

2272-A
9

12. To give the Rules effect from the 15th September next it will be necessary to establish offices at the places assigned for them in the G.O. to accommodate which, buildings need be provided at once, temporary ones at least for the present. Toll bars also will have to be fixed, after pattern at Papan Chattram Toll office, consisting of a chain attached on one bank securely to a post and at the other bank run through a groove in another post, with a winch behind to raise or lower the chain as occasion arises. The chain lying at bottom of canal ordinarily. Without such appliance, it will be impossible to control boats. After the Rules have worked some time, the necessity for the barrier, will perhaps rarely arise.

If absolutely [illegible] up [illegible]

13. Each of the offices will necessarily require some office furniture, a cash box, good lights &c. Of office furniture and cash boxes there is a large stock on the canal, which can be indented upon at once to put up the offices. The furniture

1

of the present 3 Offices noticed in para 11
will also be available.

14. In respect to forms of application
and license given, in the G.O. arrangements
have been made to print them at once
at the Gazette Press, in the counterfoil
form, and bound up for convenience of
issue and record. A form of pass is also
to be printed, in triplicate, which will
necessarily be required by the Toll Super-
=intendents for issue, the original being
retained in their Offices, the Duplicate
issued to the Boat, for transfer at
next station, and the Triplicate
forwarded to the Division Office direct,
as a check on the issues.

15. The necessary Registers and other
books, that will be required for the
Division and other Offices, will be
printed shortly, so soon as the nature
of the form is determined upon, with
reference to such books of the above nature
as are now maintained in the present
Toll Offices.

16. As under Rules IV, V, VII and VIII
all Boats on the Canal will have to be
re-numbered, re-measured, Tonnage deter-
=mined, and number, Tonnage, Load line
re painted on each boat, and as
much of this work must be got through by

by the 15th of September, the time fixed for
enforcing the Rules, I have the honor to soli-
=cit sanction for employing immediately
a Temporary Establishment, consisting of
1 Overseer on Rs 60, 3 Lascars on Rs 7 each
a Painter on Rs 10, 1 Clerk on Rs 15 to execute
the necessary computing and painting of
the Boats. The Establishment to be
employed for three months Most boats
come up to the Madras Basin, so the
bulk of the above work and of licencing
can be conducted and executed at the
Madras Office.

17. The work of painting will be very ex-
=tensive, so will be contracted, the painter
asked for superintending merely. Sten-
=cil plates of letters and figures will
be obtained from the Public Works
Stores to facilitate the work of painting
which by the Rules the owners of the Boats
will need to pay for.

18. It is intended to have the Rules
printed in English, Telugu and Tamil,
paste them on Boards, varnish and place
them immediately at the several im-
=portant stations on line of Canal, as
done at Railway stations for general
information, and particularly for the
information of Boat owners, so that
applications for license may be put in

at once instead of a rush at the last, as is likely to be the case, if the Rules are not made generally known without delay.

19. The Collections at the several Toll and License stations, will be remitted daily to the nearest Bank or Treasury. At Madras the Bank at present receives the money daily. At Covelong, Doogarapatam, and Eskapally, the Collections can be remitted to the Salt Treasuries there, for which authority will need to be obtained, as also for remitting at Kottapatam, to the Sea custom Treasury. The only office that will be inconvenienced in respect of remitting its collections, will be Pulicat, as there is no Treasury near, as in the other cases.

It should depend on the Amount of the collection [illegible] Whether they are [illegible] to treasury daily or not [illegible] will perhaps be [illegible] and to allow to accumulate for remittance [illegible]

20. In fixing the salaries of the Members of the Toll offices, I considered it advisable to be liberal as the duty entails great responsibilities in more ways than one, and as security will be required of them. It will be night and day work constantly too.

[illegible]

21. And with respect to the Office of Superintendents, I would specially recommend, that the present Canal Superintendents who will be thrown out by the Scheme from their present appointments, be provided for, in these posts, for which they will be eminently fitted by reason of their long service in the Canal, and their experience as Overseers.

2272-A
11

From the G.O. under disposal, it is apparent that regular Overseers will be posted to the Canal, so that the claims of the 3 Canal Superintendents need to be considered and I have consequently stated it above, for your consideration.

They can not be provided for in the system of work

22. The Tolls are likely to have, a deterrent effect on the Trade of the Canal at the first, as boat owners will be greatly put out of pocket there. Either boat owners must be satisfied with smaller profits, or the prices of all goods carried by the Canal, likely to be materially raised.

The 2½ feet load line fixed by Rule VII, will seriously effect, the northern boats, which are very heavy and draw 1½ to 2 feet water without loads.

too heavy [illegible]

23. The toll stations are placed centrally on each section, by the Rules, by which Boats are in a

position to evade payment of Tolls to some extent.

For instance F Kottapatam section extends from Ramapatam (150 miles) to the Cunnamoor Canal (197 mile) Kottapatam the Toll station being on 179 mile. It is quite possible that a licensed Boat of E Ramapatam section, working up F Kottapatam section, to within a few miles of Kottapatam Toll, can return with loads, without paying Toll on that section. It so happens that on F Kottapatam section, boats load at several points, between Ramapatam and Kottapatam. If caught at such practices the boat owners will suffer, but unless a very close watch is kept, by the Executive of the Canal Department, Tolls will be evaded in the manner stated. The form of pass, through Toll stations, that I have adopted, will show where the boats load, and if the Toll office does not connive with boatmen, the evasion referred to above will not often be practised presumably.

24. The necessary computing tonnage, painting, at other Toll stations, will be conducted by the Sub Divisional Officers, for those boats that may not come up so far as Madras station.

2272/12

25. In conclusion I deserve to state, that I applied to Mr O'Shaughnessy for a Memorandum of his views and intentions in the matter that this report deals with, but that officer has declined to furnish any such information except he is called upon by the Supg Engineer for the same.

I have &c

(Signed) J. Ottmann
Executive Officer
Buckingham Canal Dn

(True copy)

Henry W Pibeal Major R.E.
Ag Supg Engineer 3rd Circle.

6/6950/79

PW 5759/79
3

The Establishment at the Paper Chuttrum (Adyar) Toll office consists of:

1 Conicopilly	Rs 12
1 Asst do.	Rs 10.
1 Peon	Rs 6.

2/8/79. Ag. S.E.

The Estt. now employed there consists of.

1 Supdt.	Rs 100 ✓	Madras
1 Clerk	Rs 30 ✓	do.
1 Hd Gumastha	Rs 20 ✓	Shadrincoopum Lock
1 2d Gumastha	Rs 12 ✓	do.
1 Conicopilly	Rs 12 ✓	Adyar Toll
1 Asst. Conicopilly	Rs 10 ✓	do.
1 Shroff	Rs 10 ✓	Madras.
1 Head Lascar	Rs 8 ✓	Shadrincoopum Lock
4 Peons at 7 Rs.	Rs 28 ✓	Madras.
1 Peon at 6 Rs.	Rs 6 ✓	Adyar Toll.
4 Lascars at 7 Rs.	Rs 28 ✓	Shadrincoopum Lock
1 Masalgie at 5 Rs	Rs 5 ✓	Madras.
	Rs. 269	

Em in G. O. No 2272 Mtg of 4-9-79

Statement showing the Establishment required for the Collection of Tolls &c on the Buckingham Canal in reference to para 3 of G. O. No 1801 A.W. d/ 8th July 1879.

2272
13

No	Description	Salary per mensem	Per annum	Amount of each section	Name of section for which the Establishment is proposed
	1st Class Toll office				
1	Superintendent	100			
1	Clerk	30			
1	Do	20			
1	Cashier	15			
3	Lascars at 7 Rs	21			
4	Peons at 7 Rs	28			
		214	2568	2568	B. or Madras Section
	2nd Class Toll office				
1	Superintendent	60			
1	Clerk	20			
1	Head Cashier	15			
1	2d Do	12			
2	Lascars at 7 Rs	14			
3	Peons at 7 Rs	21			
		142	1704	1704	D. or Kistnapatam section
				1704	E. or Ramapatam Section
				1704	F. or Kottapatam section
	3rd Class Toll office				
1	Superintendent	50			
1	Clerk	20			
	C. O.	70		7680	

	B. C.	70	"	7680	
1	Head Cashier	15			
1	2nd Do	12			
2	Lascars at 7 Rs	14			
3	Peons at 7 Rs	21			
		132	1584	1584	For Sadras Section
				1584	For Pulicat Sectn
	Division Office				
1	Clerk	30			
1	Do	20			
1	Attender	8			
2	Peons at 7 Rs	14			
		72	864	864	For Executive Engrs office
				11712	
	Contingent charges			788	
	Total Rupees			12,500	

B. Canal Dn Office
27th July 1879 } (Signed) S. Ottmann
Executive Officer
B. Canal Division

(True copy)

2/8/79

Alexr Sibart Major R.E.
Ag Supg Engineer 3rd Circle

22[illegible] / 14

44
142
132
72
560
318
878

PWS 754/79

En in G.O. No 2272 dated 24-9-79

Statement showing the Temporary Establishment required for measuring, computing and painting &c of the Boats for which licenses are to be granted - vide Para 16 of Executive Officer's letter dated 27th July 1879

2272 dd
15

No	Description	Salary per mensem	Amount required for 3 months	Total	Remarks
1	Temporary Overseer	60	180		Charges for paint, painters &c being recoverable from Boatowners, no allowance is made here for contingencies to meet the above.
1	Do Clerk	15	45		
1	Painter	10	30		
3	Lascars at 7 Rupees each	21	63	318	

B. Canal Dn Office
27th July 1879

(Signed) S. Ottmann
Executive Officer
Buckingham Canal Dn

(True copy)

Sibald Major R.E.

2/8/79

Ag Supg Engineer 3rd Circle.

P.W.D.
6 AUG 79
No. 5759/77

a/69.5/79

En. Du. C. No. 2272 A of 4-9-77

Chepauk - 25th July 1879.

22.72-A
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Dear Sir,

I wrote to you yesterday enquiring if you will have my Boat for the trip up North, as Major Vibart had ordered the large Budgerow for himself but you have not replied. Please let me know per bearer what your intentions are, for there is not much time before us. Major Vibart told me today that Government will have to pay for the 3rd boat to be engaged, as it is a special case - so that no one will be put out. Let me know, should you like my boat if you require a top boat engaged also.

Major Vibart has directed me to make all necessary arrangements to give effect to the Rules for the Navigation of the Canal as there is not much time, and to consult you in the matter - If you will not be coming to the Office tomorrow, I will be glad to have a note from you as to the further Establishment, or rather Establishment you propose for carrying out the Rules - and your intentions in the matter, when you penned the Rules -

Toll bars and Offices, like that at Papam Chuttrum will be wanted I presume - the Offices may be temporary for the present.

Two clerks will be needed in the Division Office to compile accounts and keep the books -

Major Vibart asked me to send in before tomorrow evening, the scale of Establishments with reference to para 3 of the G.O.

I am arranging for the necessary forms and schedules, &c, being printed -

Para 3 of the G.O runs thus; " the
Collector of Chingleput will transfer from
this date the toll & licence Estab-
lishment now employed under his
orders on the Canal to the Establish-
ment of the Ex Engr of the canal,
who will submit at once a state-
ment of the further Establishment
required for carrying out these
rules and who will arrange to
have the necessary number of
Schedules & forms printed and
ready for use when required" -

Yours faithfully
Sd. J. Ottmann -

To J. O'Shaughnessy Esqr -

Mr. O'Shaughnessy will arrange for the printing of the forms required and will send the Supg Engr the report on the proposed Establishment shortly. Mr. Ottmann should not unless distinctly ordered to do so.

take any steps in these matters.

S/. J. O'Shaughnessy.
Ex Engr
26-7-79.

Memo:

Under instructions from the Supg Engineer I have arranged for printing all necessary forms. I am sending in statement of Establishment required also by order of the Supg Engr. Your statement will be of material value.

S/. J. Ottmann
26/7/79.

True copy

En in G.O. 4-9-79 No 2272 W

P.W.D.
6 SEP 79
No [illegible]

No 36

Special Executive Engr's Office
Adyar 16th August 1879.

2272-A
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From
The Executive Engineer
Buckingham Canal Division
on Special duty

To
Major J. Pennycuick R.E.
Deputy Chief Engineer D.P.W.

Encls 6
1 Supg Engr's letter No 45/2 with its 2 enclosures
1 Demi Offl letter from Mr Ottmann
~~1 G.O. No 1801 A.W~~
8/7/79.

Sir

In returning the papers forwarded to me with your Memo No 2743 dated the 14th Instant, I have the honor to state, in reference to Major Vibart's proposals, for introducing the proposed Navigation Rules of the Buckingham Canal.

1st. The proposed positions of the Toll bars are not the positions intended by Government.

2d. The classification of the sections of the Canal, if it refers to Traffic and expected Revenue is I think wrong

3rd. The Establishments proposed are

excessive

excessive in the numbers proposed to be employed and in the scale of proposed Salaries.—

2 I enclose as directed in Para 2 of your Memo, the only communication dated the day the Complete proposals were submitted to Supg Engr. which I have received either from the Supg Engineer or from Mr Ottmann on the Subject, and which gives also the explanation you require.

I have the honor to be

Sir

Your most obdt Servant

J B Humphreys

Executive Engineer B.C. Divn

on Special duty

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[illegible]/79 P.W.D. 6 SEP 79 No. [illegible]

From

The Executive Engineer
Buckingham Canal Div
on Special duty

No. 36
Dated 16
Recd } August 1879

No. of Encld Succs

Proposed Navigation Rules of the Buckingham Canal

Affords his opinion on the proposal of the Supg. Engineer for introducing the ——

Encl G.O. 4-9-79 No. 2272 ½

Cir 29-8-79
of Chief 64 Augt 1879

No.

3rd Circle Supg Engrs Off
Camp 23rd August 1
Eskapilly

2272-8
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From
The Superintending Engineer
3rd Circle.

To
The Chief Engineer
Public Works Department.

Sir,

I have the honor to forward a le
from Mr O'Shaughnessy dated 16th Aug
+ No. 36. which he addressed to the De
Chief Engineer and which that offic
sent to me as its proper addressee.
The letter itself, it will be observed
is very meagre and couched in gener
terms only. In addition to this, he
has thought proper to make a numbe
of remarks in blue pencil in the m
gins of both Mr Ottman's letter an
mine. I hardly think you could
have intended him to bring forwar
his views in this way. It seems to
me that he should have written
a complete Memo on the subject

together with letter No 1065 dated 26th July from Ex Officer Buckingham Canal Divn & my letter No 4512 dated 2nd August/79.

nd that his action in this
the Memo sent to him (not to speak of
the tone adopted) is disrespectful
to you, not to speak of myself - How-
ever putting aside this view of the
natter - it would appear that both
Mr Ottmann and I made a mistake
s regards the intended positions of the
oll Stations - This arose from a con-
sideration of Rule VI in which it
s stated that "Printed forms of
pplication for Licenses should be
ssued by the Superintendents of sec-
tions of the Canal at the offices at
oneloug, Madras, Pulicat, Dugarajpatam
'skapally and Kotapatam."
These stations were taken to be
the positions fixed by Government for
the Toll offices for the six sections
mentioned in Rule 2.
This appears to have been a mis-
conception. The stations, it seems,
should have been "Adyar, Shadyan-
kupam, Royadorahoo, Kodoor, Rama-
patam and Chinna Ginjam Lock" -
that ~~it~~ is at the termini of the several
sections as recommended in my
letter. I have accordingly directed

M

Mr Ottmann to make temporary arr
-ments for toll stations at these po
pending Government orders. The impo
-tance of these stations will be in
following order.

1st Class. Shadyankupam.
2nd Class. Royadoranoo
Kodoor
Ramapatam
3rd Class. Adyar
Chinna Ginjam

So that the Establishment allowed in m
previous letter will still be require
in respect to the number and clas
of offices although of course it i
possible that the Establishmen
allowed may require revision. M
O'Shaughnessy states that the num
and salaries laid down are e
-cessive, but does not give the
numbers and salaries he would
recommend. The Establishment
will have much responsible wor
Day and night duty and much mone
will pass through their hands
they should be well paid and
I hardly think that the salarie
are too much.

The temporary Establishment for measuring and painting I consider necessary, as the work for some time will be very heavy, and cannot be properly supervised by the Regular Establishment. In conclusion I wish to remark that although it would appear that Mr Othmann in stating that Mr O'Shaughnessy refused to furnish the information required unless he was called upon by the Superintending Engineer was not verbally correct. there is no doubt that the statement was substantially true as Mr O'Shaughnessy would not assist Mr Othmann, neither did he send in a Memo to me, nor has he up to date done so.

The result of Mr O'Shaughnessy's course of action was practically to deprive me of the assistance which it was most certainly his duty to afford.

He implies by his letter that he was afforded insufficient time to do so. but I may remark that he had quite as much time as Mr Othmann and had he been

anxious

anxious to do his best to help in t
matter, he could easily have w
-ten a Memo. or come to my office a
explained his views. I may ad
that I met Mr O'Shaughnessy by ap
-pointment at the Bridge near the
Central Railway Station to insp
the boats for the Sappers on the
27th and that he again saw me
the next morning at the Sappers Ca
but he never made the slightes
allusion to the correspondence w
Mr Othmann. I can only repeat
that Mr O'Shaughnessy's conduct
throughout the matter has been
obstruct~~ed~~ive and I firmly believe
that this has been intentional
and deliberate and I trust you
will not allow his conduct
to pass without severe condem-
-nation.

I have the honor to be
Sir
Your most obedient servant

Vibart
Major R.E.
Ag Supg Engineer 3rd Circl

G.O. 4-9-79 No 2272 Rv

Rd 4/9
Cir 29. 8. 79.
O.L. Sheil b/y Aupt.

Hon W Huddleston
[illegible] Commr

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For orders

These papers relate to ~~the entertainment of~~ ~~the Establishment~~ for collecting tolls on the Buckingham Canal under the rules which come into force on the 15th September

They first reached me with the Supdt. Engineers letter No 4512 of the 2nd August but finding ~~that~~ Mr O'Shaugh-nessy had failed to submit his opinion on the subject it appeared to me necessary that this if possible should be first obtained and I accordingly sent back the papers with this object.

It will be observed

I certainly approve of only temporary officers [illegible] Estabt being sanctioned for the present as proposed in the notes - WH 30

Rd 4/9
Cir 29. 8. 79.
O.L. Sheil b/y Aupt

that even now the object has not as yet been accomplished.

Mr O'Shaughnessy has made marginal notes which do not satisfactorily dispose of the reference and I am therefore compelled owing to the very little time now left to fall back simply on the statement made in Major Vibart's covering letter of the 23d instant [illegible] without number.

He there, after considering such objections as have been raised by Mr O'Shaughnessy, observes that "the Establishment allowed "in my previous letter (i.e. in No 4512 of the 2d August 1879) will still "be required".

This Establishment in total amounts to Rs 12,500 per annum and provides for toll Collections at the

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following stations named in order of importance viz

1st Class – Dhudeankupam
2d do – Royadoravoo
do – Kodoor
do – Ramapatam
3d do – Adyar
do – Chinna Ganjam

I am not in a position to criticise the details of the Establishment, but at the same time I think that the principle recently enunciated by Major Vibart that considering the amount of money which will have to pass through the hands of the Superintendents, as also the responsible character of many of the duties of these men it will be wise economy to pay them adequately.

But as it is clear that even with the greatest forethought it would be impossible to lay down a Scale of Establishment

situation should not be
open to revision I would
now beg to submit for
the consideration of Government
that the Estabt. as now
sent up may be sanctioned
provisionally for six months
and that in this time
they should be subject to
active inspection and report
in view to the adoption of
such modifications as the
experience thus gained may
thus shew to be necessary

I would solicit the
earliest possible orders
in this reference

The phase in the case
which has reference to
Mr O'Shaughnessy's [illegible]
obstructiveness &c is dealt
with in the linked file

29/8/79

2272 AW

6-9

Forwd.
Sptg. Engineers no 4512 dated
~~28 July 1879~~ 2-Augt/79.

From the Supg Engineer 3rd
Circle dated Ellapilly 23rd Augt/79
Govt

5

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Proof of submitted for approval.

To

P. W. Secretariat,
18

A. Sheil Dy. Supt.

2272-A/26

Print only S.E.'s letter No 4572 dated [illegible]-79 [illegible] to date [illegible]

No. 2272 A-W of 4th Septr/79

Order thereon 4th Septr/79
No. 24.

His Grace the Governor in Council resolves to sanction provisionally, for a period of six months, the entertainment of the Establishments* proposed by the Acting Superintending Engineer in his letter of the 2nd August, No 4512.

~~the total~~

2 The monthly cost of these will amount to Rs. 976, to which Rs. 394 will be added for contingent charges during the six months for which this provisional sanction will hold good.

3 Separate orders will be passed on the Actg. Supdg Engineer's

* 1st class at Shadyankuppam
2nd " " Nagadoravu
" " " Kadur
" " " Ramapatam
3rd " " Adyar
" " " Chinna Ganjam

Observations in regard
~~[illegible]~~
to ~~[illegible]~~
~~[illegible]~~ Mr. O'Shaughnessy's
Proceedings

4/9/79

The sanction accorded
in para of these Pro: has been registered
as Provincial No: 5 W of 1879-80.

S.E. 3rd Circle – in office ✓
[illegible] P.W.A. ✓
Rev. Dept ✓

Recptd 4/9/79.

Despd 17-9-79

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27

Ac6456

Govt. of (1879) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd. Encl.

G. O., 4 Septr 1879, No. 2272 A W

Nos. 20 A - 30 B

Toll &c establishments on the Buckingham Canal sanctions provisionally for a period of six months the entertainment of the proposed —