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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU
Public works DEPARTMENT

G.O. No.	2671 NW	Press.
B.P. No.		Mis.
Dated	24-10-1879	<i>197</i>

S.G.M.

Not to be folded or roughly handled

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1
GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

24th October 1879, No. 2,671 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 46. From Major H. M. VIBART, R.E., Acting Superintending Engineer, Third Circle, to the Chief Engineer, Public Works Department, dated Chepauk, 1st October 1879, No. 5,745.

I HAVE the honor to inform you that boats bringing grain, fruit, firewood, and such other commodities as are required for domestic purposes, generally by the southern canal, for the markets of south Madras, (viz., Royapet, Tenampet, St. Thomé, &c.,) have since the opening of the Southern Canal discharged their cargoes on the north bank of the Adyar, to the east of the mouth of the Junction Canal, the traffic being conveyed thence by carts. Under the rules for the navigation of the Buckingham Canal sanctioned in G.O., No. 1,801 W., dated 8th July 1879, the toll office is required to be placed on the south bank of the Adyar, and as these boats from merely having to discharge their cargoes on the opposite bank will be liable to the payment of tolls, and as under the circumstances above stated they must necessarily continue to land their cargo on the north bank, I have, under the exceptional nature of the case, permitted (as a temporary measure) the exemption of such boats from payment of tolls; and I would suggest that the Adyar toll-gate be placed on the north instead of on the south bank as proposed, as this will enable the toll office to exercise better supervision over the traffic, so as to render evasion of payment of tolls impossible.

No. 47. ORDER THEREON, 24th October 1879, No. 2,671 W.

THE Government consider that further trial should be made of the arrangements originally approved. The location of the toll points was very fully discussed two years ago, and it appeared best to place the toll office on the south side of the river, either on the bank or by the road bridge, in order that boats should pay toll. If the suggestion which the Superintending Engineer makes were to be carried into effect, no tolls would be receivable on boats bringing goods for Mylapore, and discharging on the north bank of the river.

2. His Grace the Governor in Council does not see why evasion of payment should be any more practicable with a toll-gate on the south bank than with one on the north bank.

(True Extract.)

Major, R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Superintending Engineer, Third Circle.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1879) Madras.
PUBLIC WORKS.

To
THE SUPERINTENDING ENGINEER,
THIRD CIRCLE.

Dated October 24th.

Issued

Recd.

Encl.

G. O., 24th October 1879, No. 2671 W.

OCTOBER.

Nos. 46-47.

Toll Office on the south bank of the Adyar,
Buckingham Canal. Further trial to be
made of the arrangements originally
approved for maintaining the —

No. 5745.

3rd Circle Superintending Engineer
Chepauk 1 October 1879

From

The Superintending Engineer

3rd Circle.

The Chief Engineer

Public Works Department.

Sir,

I have the honor to inform you
that boats bringing grain, fruit, fire-
wood, and such other commodities
are required for domestic purposes
generally by the Southern Canal for
the markets of South Madras, Viz.
Royapett, Guampet, Saint Thome &c/
have since the opening of the Southern
Canal discharged their cargoes on
the North Bank of the Adyar to
the East of the mouth of the Junior
Canal; the traffic being conveyed
thence by carts. Under the rules for
the navigation of the Buckingham Canal
sanctioned in G. O. No. 1801 dated 8th
July 1879, the toll office is required
to be placed on the South Bank of
the

the Adyar, and as these Boats from
merely having to discharge their
cargoes on the opposite bank, will
be liable to the payment of toll; and
as under the circumstances above stated
they must necessarily continue to land
their cargo on the North bank, I
have under the exceptional nature
of the case permitted (as a temporary
measure) the exemption of such
boats from payment of toll - and
I would suggest that the Adyar
toll gate be placed on the North
instead of on the South Bank as
proposed - as this will enable
the Toll office to exercise better
supervision over the traffic, so as
to render evasion of payment
of toll impossible.

I have the honor to be
Sir

Your most obedient servant

Arthur Stuart Major
Asst. Quarter Master 3rd Class

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3

40. R-1801 A. H-8-7-79

1879.

N^o.

P.W.D.

779

From

The Sup^t Engr^r & C.

G.O. 24-10-79 N^o 2671 &c

N^o 5745.

Dated 1st

Recd

}

Oct 7/79

Adyat Tall Officer—
Requesting sanction to
place — on the left
Bank of River —

Cir 6-10-79. Ptd 21-10-79.
City 3-10-

P. W. DEPARTMENT.

Read the following:—

2671
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Letter from the Superintending Engineer Third Circle
N^o 5745 of 1st October 1879.

FOR ORDERS.

With suggestion

that the Sup^t Engineer's
proposal be given effect
to.

But in this position —
The intention was to
place the Tall Office on
the South side of river
sitting on bank or by
the road bridge in
order that boats
shd pay toll — it
seems to me under
circs.

M. Stanley Colonel R.E.
Secy to Gov^t P.W.D.
S

6th Oct 79.

W.D.

The suggestion herein made
 as to toll will be receivable
 on boats - bringing goods
 for Myslapore &c -
 discharging on South Bank
 of river -

The dock toll established
 on South side river to be
 one -

The location of the
 toll point was very
 fully discussed 2 years
 since at some time one
 Commission of Officers -

I do not see how if
 the toll be as originally
 intended - any evasion
 will be practicable even
 when with toll on South Bank

W. 10/10

FOR ORDERS.

for W. Buddleston
 of the Governor

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on boats bringing goods
 for Myslapore, and
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Oct 21-10-79

Oct 6-10-79

Oct 2-10



A W

From the H M S
note in blue pencil
of yesterday's date
it will be seen that
in assents to H S's
decision — and the
disposal will then
be in accordance with
this

Draft in Approval

18/10/79 Att

Transmit draft.

20/10

40.24-10-79. No 2671 W

Sir 6.10.79
to Oct 2-10

P. W. Department. 2671
No 2671 W

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 24th Oct/79

Read the following

From the Supt. Supt. 3rd Div.
No 5745 31 Oct/79

The Government
consider that further
trial should be made
of the arrangements ori-
ginally approved. The
location of the ball point
is as very fully discussed
two years ago, and it ap-
peared best to place
the ball office on the
South side of the river,
either on the bank or
by the road bridge, in
order that boats should
pay toll. If the
suggestion which the Supt.
Engineer makes were to be
carried into effect, no
tolls would be receivable
on boats bringing goods
for Myslapore, and

discharging on the
north bank of the
river.

His grace the Governor
in Council ^{does not} why evasion
of payment should be
any more practicable
with a ball gate on
the south bank than
~~if it were~~ ^{with one} on the north
bank.

ASP

20/10

ASP

20/10/79

S. E. Third mile
Sept
1-11-79

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C. 7137



Govt. of (1879) Madras

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O., 24 Oct. 1879, No. 26716

No. 46-47

Toll Office on the South
bank of the Udyar -
Buckingham Canal
Further trials to be made
of the arrangements ~~originally~~
approved for maintaining
the —

6-11-79