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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

f. W. DEPARTMENT

G.O. No. 2461 W
B.P. No.

Press.
Mis.

Dated 25 — 10 — 1880 ~~197~~.

V. S. M

Not to be folded or roughly handled

2461W
1

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

25th October 1880, No. 2,461 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 110. From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Chief Engineer, Public Works Department, dated Cusbah, 8th October 1880, No. 1,797.

I HAVE the honor to inform you that the southern extension canal will be opened for traffic from the Pálár to the Cheyúr backwater, adding a distance of about 10 miles of water communication by the close of the year, and it will then be advisable, I think, to place the toll station between A and B sections at a point further south than either the Adyar or the Lattice bridge (Papan Chatram).

2. It will be a great matter to induce the A section boats to work to Madras instead of unloading before the toll bar is reached, and also to get tolls from the boats (about sixty a month each way) which take passengers every month to a feast at Tirupóúr.

3. The firewood plantations bordering the canal commence at about the 4th milestone south of the Adyar, and I would therefore propose putting the toll office at the 4th milestone.

4. I have during this year found the want of a toll station between the Adyar and Madras to check the Adyar toll office work, which is otherwise without any check, and have had to put a temporary checking station at Chepauk at a cost of about Rs. 30 a-month.

5. I should therefore propose from the 1st January that the A section should end and B section begin at about the 4th milestone south of the Adyar, i.e., about 10 miles south of Madras, and that the establishment there should consist of—

	RS.	A.	P.	RS.	A.	P.
1 Superintendent on	20	0	0			
1 Cashier or Assistant Superintendent on	15	0	0			
2 Peons on Rs. 7	14	0	0			
2 Lascars on Rs. 6	12	0	0			
Contingencies, lamp oil, &c.	4	0	0	65	0	0
And that there should be a checking clerk at the Adyar lock on	15	0	0			
2 Lascars on Rs. 6	12	0	0			
Contingencies, oil, &c.	3	0	0	30	0	0
				95	0	0
Against 1 Superintendent on	20	0	0			
The present establishment of 1 Cashier on	15	0	0			
2 Peons on Rs. 7	14	0	0	49	0	0
Excess				46	0	0

per mensem, or Rs. 552 per annum less the cost of Chepauk checking office. This is an amount which will, I am sure, be very largely exceeded by the increase in toll receipts.

6. The gain to passengers going to the feast will be great, as the boats will come to Madras and they will thus be saved the cost and discomfort of a drive of from 6 to 9 miles to Papan Chatram, and this only at the expense of paying one toll amongst the large number of them which a boat will carry, and a trifle extra perhaps for boat hire.

7. I see no other way than this for making the southern extension pay *anything whatever*, for it is so short that to constitute it as a separate section of the canal would have the effect of prohibiting boats from using it. The opening of it will add at once 9 or 10 miles more communication to the south, and I only propose to take 4 miles off the section from the north, so the holders of A section licenses will have an *immediate* gain of about 6 miles in length of section, and when the work is finished to the Merkanam backwater next year the gain will be 16 miles, for I should not propose to alter the position of the toll office when the canal is extended to Merkanam.

8. To prevent evasion of tolls by firewood, &c., being embarked north of the toll bar, I should propose to forbid disembarkation of goods on the canal banks between the toll office and the Adyar, and I should also propose to prohibit embarkation of passengers for 2 miles south of the toll office. I should also propose to take tolls at the Adyar from boats which embarked goods between the toll office and Adyar, and *vice versa*.

9. It will be necessary for me to put these altered circumstances before the applicants for A section licenses for next year, so I have the honor to request as early information as possible as to whether my proposals are approved.

No. 111.

ORDER THEREON, 25th October 1880, No. 2,461 W.

THE adoption of Captain Awdry's proposals is sanctioned as a tentative measure.
(True Extract.)

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

To the Superintendent of Works, Buckingham Canal.

Exd. E. C. Shunker.
Spare Copies

2461 W
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1880) Madras
PUBLIC WORKS.

To
THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL.

Dated October, 25th.

By

Recd.

Emt.

G. O., 25th October 1880, No. 2461 W.

OCTOBER.
Nos. 110-111.

Southern Extension of the Buckingham Canal.—The adoption of certain proposals of the Superintendent of Works on the opening of the — from the Palur to the Chayur backwater for traffic, sanctioned as a tentative measure.

No. 1797

OFFICE OF THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,

Camp, *Grubak* 5 October 1880.

From

THE SUPERINTENDENT OF WORKS,

BUCKINGHAM CANAL,

To

THE CHIEF ENGINEER,

PUBLIC WORKS DEPARTMENT,

Madras.

SIR,

No Enclosure.

I have the honor to inform you that the Southern extension canal will be opened for traffic from the Palur to the Chayur Backwater adding a distance of about 10 miles of water communication by the close of the year, and it will then be advisable I think to place the Toll Station between A and B sections at a point further south than either the Adyar or the Sattur Bridge (Pipinchutty).

2

It will be a great matter to induce the A Section Boats to work to Madras instead of unloading before the Toll Bar is reached, and also to get Tolls from the Boats (about 60 a month each way) which take

Passengers every month to & from at
Tiruppur.

31 The Pinewood plantations
bordering the canal commence at about
the 4th milestone south of the Adyar and
I would therefore propose putting the
Toll office at the 4th milestone.

4 I have during this year
found the want of a Toll station between
the Adyar and Madras to check the Adyar
Toll Office work, which is otherwise without
any check, and have had to put a temporary
checking station at Chepauk at a cost of
about Rs 30 a month.

5 I should therefore propose
from the 1st January that the A Section
should end and B Section begin at about
the 4th milestone south of the Adyar, i.e.
about 10 miles south of Madras—
and that the establishment there should

24600
Consist of 1 Superintendent on Rs 20--

1 Cashier or Assistant Supt. on Rs 15--

2 Peons on Rs 7-- = 14--

2 Lascars on Rs 6-- = 12--

Contingencies Camp oil etc -- 14-- 65--
and that there should be a checking clerk
at the Adyar Lock on Rs 15--

2 Lascars on Rs 6-- = Rs 12--

Contingencies oil etc -- 3-- 30--
Rs -- 95--

Against 1 Superintendent on Rs 20--
the present Establishment of
1 Cashier on Rs -- } 15--

2 Peons on Rs 7-- = 14-- 19--

Excess Rs 16--

per mensem or Rs 552 per annum less
the cost of Chepauk checking office. This
is a sum amount which will I am sure
be very largely exceeded by the increase

in Toll receipts.

6 The gain to Passengers going to the Feast will be great as the boats will come to Madras and they will thus be saved the cost and discomfort of a drive of from 6 to 7 miles to Papinchutnam, and this only at the expense of paying one Toll amongst the large number of them which a boat will carry and a trifle extra perhaps for Boat hire.

7 I see no other way than this for making the Southern extension pay anything whatever for it is so short that to constitute it as a separate section of the canal would have the effect of prohibiting boats from using it.

The opening of it will add at once 9 or 10 miles more communication to the south and I only propose to take 4 miles

off the section from the north as the holders of A Section Licences will have an immediate gain of about 4 miles in length ^{of section} and when the work is finished to the Merkanam Backwater next year the gain will be 16 miles for I should not propose to alter the position of the Toll Office when the canal is extended to Merkanam.

8 To prevent evasion of Tolls by Firewood &c being embarked north of the Toll Bar I should propose to forbid disembarkation of goods on the canal Banks between the Toll Office and the Adyar, and I should also propose to prohibit embarkation of Passengers for two miles south of the Toll Office, I should also propose to take Tolls at the Adyar from Boats which embarked goods between the Toll Office and Adyar

and vice versa.

I It will be necessary for
me to put these altered circumstances
before the applicants for A section Licences
for next year so I have the honor
to request as early information as possible
as to whether my proposals are approved.

I have the honor to be,

Sir,

Your most Obedient Servant

A. Awdry. Captain R.E.
Superintendent of Works
Buckingham Canal.

recd
176

22461W
6

From P.W.D.
THE SUPERINTENDENT OF WORKS,
14 OCT 80 BUCKINGHAM CANAL,

To THE CHIEF ENGINEER,
PUBLIC WORKS DEPARTMENT,
Madras.

Dated 8th October 1880.
Despatch 13th do -
No. 1797.

No ENCLOSURE.

About 10 miles of
Southern extension Canal -
Informs that - will
be opened for traffic
and requests permission
for certain proposals
regarding the alteration
of a Lock Office.

C.R.W.

24614
7-A

Before sending this
to ask the S of W
whether with reference
to payments by ^{the licensee} ~~institutes~~
it would not answer to
introduce a sliding
scale by which those
paying at once for the
whole year for the license
might not be given a
sufficiently distinct ad-
vantage as would induce
boat owners to come
forward and pay this up.

I am certainly of opinion
that half yearly payments
should take the place of
quarterly but this alter-
native might be con-
sidered.

Again in regard to
the arrangement for
compounding it might

Cir 18.10.80 - Ndt 22.10.80.
O.14.10.80 Ndt 15.10.80

As it seems to me
be feasible to intro-
a sliding scale which
while leaving it open
with boat-owners who
the night and morning
any distinct advantage
shall might be from
those who can be
early in the year.

These points considered
I will take the order
of Govt.

Atty

2/10/80

PUBLIC WORKS DEPARTMENT.

24614
7

From the Supt of Works Buckingham
Canal No 17997 d/8th October 1880.

FOR ORDERS.

Project
MA

The undersigned begs
to recommend, as a tentative
measure, the adoption of
Captain Andrey's proposals.

Capt. Andrey Col. of Eng.
Capt. G. G. G. G.

16th Oct 1880.

Car 18.10.80 - 22-10-80
O. 14.10.80 Rtd 15-10-80

No 24618.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 25th Oct/80.

Read the following:—

24618

From

The Supt^g of Works } (M.C. No 1797 of 8th Oct/80)
Buckingham Canal

The adoption of
Captain Audry's proposals
is sanctioned as a tentative
measure.

[Signature]

22/10/80

Buckingham Canal. 21

6507

Govt. of Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O. 25th Oct. 1880, No. 246/10.

Nos. 110 to 111

Southern Extension
of the Back River and
Canal

^{adoption of certain}
The proposals of the
Soy won the opening
of the — from the
Palace to the Chegar
Backwater for traffic,
Sanctioned as a
tentative measure

2/2