S. 6

New No. Sectt. I (i)-1—Old No. M.R.O. 1—10,006—10-6-68.

(1) Number of pages 26

(2) Date of repair 27. 12. 1974

(3) Initials of the Referencer

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

MUNICIPAL DEPARTMENT

G.O. No. 1664 (Municipal) ~~Press~~
~~B.P. No.~~ Mis.

Dated 8. 11. ~~106~~ 1894.

Not to be folded or roughly handled

MUNICI ALITY OF MADRAS.

Gen cal Department.

Madras, 13 October 1894.

CURRENT No.

LIEUT.-COL. J. MOORE, C. I. E.,

esident, Municipal Commission.

To

The C ef Secretary to Government.
Fort Saint George.

SIR,

In ding the marginally noted correspondence the honor to submit as follows_

2. In nce with G.O. 6 April 1892 No. 66 as amende G.O. 15 August 1893 No. 1064 M. sections No. 1 and 2 of Tramway should have been completed by 6 er 1894.

3. On 30 e 1894 the company submitted a plan of secti 2 for my approval.

4. With r eply to them, on 11 July 1894 I forwarded copies petitions received from the inhabitants of Saw Naicks street protesting against the line runn through their street and asked them if they alter the route so as to avoid that street. he same time I suggested another route from more Station and requested them in the their not being able to alter the ro rchase and hand over to the Mun ufficient land at certain points I m plan so that the street might be have a clean space of

Enclosures 8

y of letter from the Madras Electric Tramways Co. Ltd. dated 14 August 1894
do President, M. M. C. No. 1030 dated 17 do
do Madras Electric Tramways Co. Ld. dated 31 do + a plan.
do President, M. M. C. No. 1203 dated 6 September 1894
do Madras Electric Tramways Co. Ld. dated 17 do
Extract from the minutes of the Proceedings of the Meeting held on 26 do + 1st Oct 94
do do do 10 October 1894.

in both sides of the line. Th
reduced to 8½. In reply to this I
of 14th August 1894 (Copy herewi
in No. 1030 dated 17 August 189 y an

5. Their letter of 31st Aug t 1894 was received in reply (Copy and plan referred therein forwarded), I replied in No. 1203, dated 6 September 1894, (Copy attached) and received letter of September 1894 in reply (copy attached), on w I informed them that I would lay their t before the Commissioners at the next Ge Meeting which as to be held on 26 Septem st that Meeting the Commissioners considered of all their request for an extension of ti with the result recorded in the accompanyin extract from the minutes of the Proceedin of that Meeting. The consideration of the alt tion of route was adjourned until the 10 I tant when the accompanying resolution w passed.

6 I have therefore now the honour to submit the recommendation of the Com missioners for the extension time asked for by the Company and adoption of Route B, for the favorable sideration of Government.

I hav honour to be,

Your Servant,

Lt. Col.

3/1

2/1

P. W. No. 1030

Public Works Department,
Municipal Office.

Madras, 17th August 1894

FROM
Lieut.-Col. G. M. J. Moore C. I. E.
President, Municipal Commission

TO
The Madras Electric Tramways
Company, Limited.

~~Sir~~ Gentlemen

With reference to your letter of the 14 Instant, I have the hon to inform you that the alteration of route No. 2 not insisted on. But whatever route is followed a c ar space of 9' from the side of the rails along the ain lines and loops must be maintained so that a carriage may pass the car on either side without an risk of danger. I understand that the cars will project 2' beyond the side of the rails this will leave only 7' from that line to the edge of the Str t drain and within this space a carriage can just stand. It will be clear therefore from the a ve, that nothing less than 9' between side of rail and edge of street drain must be maintained. When you agree to have this do I shall be prepared to sanction the line being la

I have the honour to

Gentlemen,

Your most Obedt. servant

(Sd) G. M. J. Moore, Lt. Col.

President, Muncl. Commn.

ectric Tramways Company, Limited,
9 Armenian street,
Madras 14 August 1894

3/

3/

To

Lieut. Col. G M J Moore C.I.E.
President, Municipal Commission
Madras.

Sir,

We hav the honor to acknowledge the receipt of you letter No. 683 dated 11 Ultimo, from which ther that, in the event of our not being able lter the route of our section No. 2 so as to Sawmy Naicks street, you require that we should purchase and hand over to the Municipality sufficient land to widen not only that street, but also other streets in the oute, - a condition which, as our Engineer points out, would involve the acquisition of upwards of 4500 feet of frontage, most of which consists of house property, and only about 1500 feet of which is in Sawmy Naik street.

We all be obliged by your kindly informing us ther this is a correct interpretation of your req

We have the honor to be,
Sir,
your most obedient servants
The Madras Electric Tramways Co. Ld,
By J.W. Salisbury
Assistant Secretary

GMJMoore Lt Col.

shows also the original route, arked A. As you will observe, Route B ould pass from to junction with section No opposite Sydenham's Road across Law's Brid straight on through Chintadripet Road to the left, through Moorappa Moodelliar stre at the Chintadripet market) to the right, through Swamy Naik street, on to the Cooum ag ; while Route C would similarly commence a the junction of section No. 1 opposite Sydenham Road, go over Laws Bridge, then pass stre t along Chintadripet Road straight throug he small bazar which is along the side of Chintadripet market, straight through Pyah Moodelly street through some private property a l on to the bank of the Cooum, there joining t riginal route A.

5 Of these three rou (A, B and C) we have arrived at the con sion that Route C would, in the circumstan we have to deal with, be the best to follow. you will notice, it differs from the original rou between the point where it leaves Law's idge and that at Cooum street where it rej s that route. By adopting it we should, o course, be under the necessity of obtaining materials different from those in stock— an objection which will apply to any other route than the original one; but, on the other hand, the cost regard to the purchase

purchase of property and to road-widening would be minimised, while at the same time we should be sufficiently within the area of the advantages anticipated from the original route: furthermore, Swamy Naik's street would be let alone.

6. We have the honor to therefore request you will be good enough to inform us if there is any objection to our taking the line through this route (C) and, if there be none, what assistance or facilities you will be prepared to kindly give us in the economical purchase of property required to be handed over to your Department for street-widening.

7. The length of frontage to be purchased is, for all three routes, shown coloured at the sides of the streets on the plan.

8 Wit reference to the space we are required to maintain between the outside rails of our lines and the edges of the streets, we observe that, premising that the projection of our cars over the rails will be 2 feet, you fix this at 9 feet. We have to point out that instead of 2 feet the projection will be only 1 foot 4½ inches, in view of which fact you will, we trust, reduce the 9 feet to at least 8½ feet.

We have the honor to be,
Sir,
Your most obedient servants,
The Madras Electric Tramways Co., Ld.
By (Sd.) J. W. Salisbury
Assistant Secretary

(True Co
Moore Lt. Col.
President Municipal Commn.

Encl IV

P. W. No. 1203

8

5/

Public Works Department,
Municipal Office,
Madras, 6th September 1894.

5/

FROM

Lieut. Col. G. M. J. Moore, C. I. E.
President, Municipal Commission.

TO

The Madras Electric Tramways
Company Limited.

~~Sir~~ Gentlemen,

With reference to your letter of the 31st August 1894 with plan I have the honor to state that I do not insist on your changing route No. 2. But what I do require is that whatever line you follow a clear space of 8½' from the side of your rails to the inner or street edge of the side drain must be maintained and where there are no drains the clearance must be 10' from side of rails to edge of street.

If you alter your route to B or C as shewn on your plan it will be necessary for you to submit your application to Government and to this Department for necessary sanction.

I have the honor to be,
Gentlemen,
Your most obedt. servant,
(Sd) G. M. J. Moore, Lt. Col.
President.

(True Copy)
Moore Lt. Col.
President, Munl. Commn.

Exhibit E

6/9 6/

Madras Electric Tramways Company, Limited,
9 Armenian street,
Madras, 17th September 1894.

To

Lieut. Colonel G. M. J. Moore, C.I.E.
President, Municipal Commission,
Madras.

Sir,

We have the honor to acknowledge the receipt of your letter No. 1203 dated 6th Instant, and in terms of para 2 thereof, to submit this our application for the sanction necessary to our adoption of Route C, which, in view of the facts already set forth in our letter to you dated 31st Ultimo, we propose to take in the construction of our section No. 2. As shown in that letter and on the plan therewith submitted, the proposed alterations involves a deviation from the original route authorized in the Madras Tramways Order, 1892, only between the point at Law's Bridge where the new route will leave, and that at Coonm street where it will rejoin the original one.

As soon as we learn that the alternative route now proposed for section 2 is approved, we shall at once send in a fresh application for sanction to commence construction. We assume that the time which has been lost to us, out of the time contemplated by section 8 of the Madras Tramways Order, 1892 by this correspondence and our adoption of your suggestion that the route laid down for this section of Tramway should be varied, will not count against us. This period will be that which may elapse from the date of our application for leave to begin work, which was sent in on 30 June last, until leave to begin work on the new route is granted. This would be sufficient for the construction of No. 2 section, were it not that we shall have to indent on England for some material for it somewhat differing from that which we should have used (and which we have already imported) on the route set out in the Madras Tramways Order, 1892. We will therefore prefer to be on the safe side, and, having regard to the imminence of the N. E. monsoon, fix the extension of time now required at six months to run from the date on which we receive sanction to go on with the work on the new route.

We have the honor to be,
Sir.
Your most obedient servants
The Madras Electric Tramways Co, Ld.
By
(Sd) J. Salisbury
Assistant Secretary.

(True Copy)
E. W. M. Moore
Presid[illegible]l Comn.

Encl. No. V

Extract referred to

The President moved the following resolution of which he had given notice-

"That an application from the Madras Electric Tramways Company for an extension of time to complete No. 1 and 2 Sections be considered."

Seconded by Mr. Theagaraya Chetty

Carried

Proposed by Mr. N. Subrahmanyam and seconded by Mr. Gantz-

"That the meeting be adjourned till Monday the 1st October 1894"

Carried

Extract from the Proceedings of an Adjourned General Meeting of the Commissioners held on 1st October 1894.

Application from the Madras Electric Tramways Company for an extension of time to complete Nos. 1 and 2 Sections.

Proposed by Mr. Nicholas and seconded by Mr. Varadappa Nayudu-

"That the extension applied for, viz, six months from the date of the publication of the Government order sanctioning definitely the route of construction of No. 2 section, be recommended."

To this is an amendment Mr. Theagaraya Chetty

12

Chetty proposed and Mr. Parthasarathy Iyangar seconded–

"That the following wor[illegible] be added 'on the understanding that this [illegible] the last time'".

The amendment on being put to the Meeting was lost.

The original proposition on being put was carried.

Proposed by Mr. Ramakistnaya Puntulu and seconded by Mr. Cowasjee Edulgee–

That the route marked as Section– A– the original route– be adhered to".

Further consideration deferred till next meeting.

Extract No. VII

8/ 13. 8/

Extract referred to

Application from the Madras Electric Tramways Company, for an extension of time to complete No. 1 and 2 Sections.

The consideration of the resolution proposed at the Meeting held on the 1st October 1894. viz–

"That the route marked as Section A– the original route– be adhered to" was resumed, and when put to the Meeting it was lost.

Proposed by M.R.Ry. V. Varadappa Naywdu and seconded by Nicholas, Esq.

"That route B be adopted in the construction of section 2 of the Madras Electric Tramways Company Ld."

Carried.

Local & Municipal Dept
Genl. Dept.
12.
CURRENT No. 1334-95 VI

Minutes

For orders.

Madras Municipality.

From

The President,

Municipal Commission.
MADRAS

To

The Chief Secretary
to Government
Fort St. George

CHIEF SECRETARIAT
G. No. 308
16 OCT. 1894
GOVERNMENT OF MADRAS

Dated 13th }
Despd. 15th } October 1894.
Recd. }

Encs 8
recd. only 7.

SUBJECT.

Forwarding correspondence passed between the President and the Madras Electric Tramways Company & submitting the recommendation of the Commissioners for the extension of time asked for by the said Company and the adoption of Route B for construction of section 2. Tramway, for the favorable consideration of Government.

15

LOCAL AND MUNICIPAL DEPARTMENT.

Current No. 2481 M.

From The President, Municipal Commission, Madras.

As to the extension of time, if it is refused the only result will be that the Company must cease to exist. The extension must ∴ perforce be granted.

As to the routes, I have been over them with Col. Moore & distinctly prefer route C, as it will render two very awkward curves unnecessary. I should say so. But after all the Comrs must be left to decide small matters for themselves, so if they maintain their preference for route B, they must have their own way.

25/10/94

I agree

26/10

Very well - the Commissioners ought to know their own business best.

W
3 Nov

FOR ORDERS.

With his letter read above, the President Municipal Commission Madras, submits resolutions of the Commissioners recommending the extension of time asked for by the Madras Electric Tramways Company for the completion of sections 1 & 2 of the tramway, and the adoption of a route different from the one authorized by the order in G.O. 6th April 92 No. 668 M. in the case of section 2.

2. As regards the extension of time applied for, it is observed that no reasons have been assigned for not completing section 1 within the period allowed. ~~but~~ The Company endeavours to take advantage of the delay caused by the correspondence about the route of sec

to obtain an extension of the time allowed for the construction of section 1. The Company's request, which is recommended by the Commissioners may, however, it is submitted, be granted and an order issued under Section 10 (1)(i) of the Indian Tramways Act XI of 1886.

3. With reference to the proposed alteration of the route in the case of section 2, it has to be noted that while the Company itself is in favour of Route C. which is described in para. 4 of its letter dated 31st August 1894, the Commissioners have adopted Route B, the objection to which, from the Company's point of view, are stated in para. 5 of its letter, quoted above. It is therefore for consideration,

(1) whether the original route should be altered at all and

(2) If the alteration is to be allowed, whether Route B or C should be adopted. If route B is approved, the Company's consent in writing to this arrangement will have to be obtained under section 8 (4).

In any case the formality of publishing a draft of the proposed alteration first, ~~appears to be~~ is necessary under the section, quoted.

~~[illegible]~~

V.R.
9/10/94

~~[illegible]~~

in the last part of their letter — enclosure 5. to the current —

The Company will thus obtain more time than was originally intended but it is submitted that it wd. be better to allow them all they ask, than to have to once again consider petitions for further extension. — How a change in the route can require different materials to be imported is not understood.

Straight lines.

(The main one is that more land would be re to be acquired for widening the street).

It is submitted that in case

alteration of the original route is shown, that petitions from house-owners should not be allowed to upset the sanctioned route. No grou is given by the Commissioners, again for their preference for Route B a against route C, the latter of whi is preferred by the Company as being the cheaper.

22/10/94

Madras Tramways

18

OR ORDERS.

2481 M

[illegible]

Order.

The recommendation of the Commissioners to grant the extension of time applied for by the Madras Electric Tramways Company is approved.

2. As regards the alteration of the route in the case of Section 2; it seems to Government that route C, which is recommended by the Company is preferable to route B, but if the Commissioners maintain their preference for the latter, the Government will not object to it. Before issuing the necessary order under Section 8 of the Indian Tramways Act, however, the Company's consent in writing ~~for~~ to the adoption of route B should be obtained with reference to clause (4) of that section. The President will be requested to do this as soon as possible.

(for orders)

P.R.
7/11/94

Sd. D
5/11
7/11/94.

The President, Munl. Commn. Madras
(with a plan) [illegible]

[illegible]

Abstract

[7]

INDEXED.

Miscellaneous.

G.O.

LOCAL AND MUNICIPAL DEPT.

G.O., DATED 8-11-94

No. 1664 M

25-2-07
2-7-07
26-8-26. B II

When given for copying.

Abstract

[Despatch Abstract.]

Madras Electric Tramways Compan

Passing orders on the recommendation of the Madras Municipality to grant extension of time applied for by the ——— and the adoption of route B for construction of Section 2. Tramway.

Dated 196 .

Not to be folded or roughly handled