

(1) Number of pages 10(2) Date of repair 26-5-38(3) Initials of the Referencer 3

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>1358</u>	Press Mis.
<u>57-60</u>	
Dated <u>4-6</u>	18 <u>57</u>

Not to be folded or roughly handled

24/5/38

*Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.*

No. 59. Read the following letter from Captain W. F. MARRIOTT, Acting Secretary to the Government of Bombay; to J. D. BOURDILLON, Esq., Secretary to Government, dated 16th May 1859, No. 1260.

With reference to the communications specified in the margin, I am directed to intimate that Her Majesty's Principal Secretary of State for India has forwarded to this Government a copy of the Despatch No. 2, dated the 19th January 1859, addressed by His Lordship to the Government of Fort St. George, relative to Messrs. Brice and Co.'s proposals for placing and working Boydell's Traction Engine on the road leading from Hoobly to Tuddry.

Letter from Bombay Government No. 307, dated the 2nd February 1859.
Letter from the Government of Fort St. George No. 657, dated the 23rd March 1859.

2. The Chief Engineer at this Presidency, to whom a copy of this Despatch was communicated, has addressed this Government on the subject. A copy of his letter is herewith forwarded for the information of the Government of Fort St. George, together with a copy of a Resolution recorded by this Government under date the 5th May 1859.

From Colonel W. SCOTT, Chief Engineer at the Presidency; to the Right Honorable Lord ELPHINSTON, G. C. H., Governor and President in Council, dated Bombay, 5th April 1859, No. 1962.

MY LORD.

With reference to Mr. Chief Secretary Young's letter No. 837 of 31st March, I have the honor to submit that although the Right Honorable the Secretary of State for India is quite correct, in stating that a good road is not necessary for Boydell's Traction Engine, as the endless railway attached to it enables it to travel over, marsh, sand or shingle, where there is no road; yet that it appears impossible that it can cross nullahs and ravines and work with safety up and down the steep descents into rivers, and that consequently it appears necessary to complete the bridges along the line or else to use the Engine when it arrives along some road as between Wassind and Malligaum which is already bridged.

2. I take the liberty of mentioning this at once lest the Engine might fall into disrepute if used on a line not adapted for it.

Copy of the Resolution of Government, dated 5th May 1859.

The Government of Madras should be informed that Her Majesty's Principal Secretary of State for India has forwarded to this Government, a copy of the Despatch No. 2, dated the 19th January 1859, addressed to them by his Lordship relative to Messrs. Brice and Co.'s proposals for placing and working Boydell's Traction Engine on the road leading from Hoobly to Tuddry, and they should be furnished with a copy of the present letter from the Chief Engineer.

2. The Secretary of State for India should also be furnished with copy of the Chief Engineer's letter and referred to the proceedings regarding the Port of Tuddry and the roads leading to it quoted in the margin

1858. 1859.
V. 4851 & 51 A. V. 678 @ 83.
V. 6247 @ 51. V. 1097 @ 99.
V. 1510.
V. 1752 @ 54.

3. His Lordship in Council observes that although the Boydell Engine may be able to traverse an unmade road or even to progress where no road at all exists, still it may not be able to cross such river beds and nullahs as intersect the lines of communication in this country. It will be necessary that these if not bridged should have their approaches improved and it would be very useful to ascertain with this view on what gradients and curves the Boydell Engine can be efficiently worked. A reference should be made on this point to the Home Government, who should be requested to obtain the necessary information.

4. In the meantime the Chief Engineer should be requested to ascertain if possible to what extent the approaches to the rivers which crop the road between Dharwar and Tuddry can be improved by cutting down the banks and other means which involve little expense and

Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.

may therefore be adopted at once, although the construction of bridges and other expensive improvements must be deferred until the Government of India is able to relax the present restriction upon expenditure in the Department of Public Works.

To accompany Bombay Government letter, Public Works Department No. 1260, dated 16th May 1859.

(Signed) W. F. MARRIOTT, Captain,
Acting Secretary to Government.

No. 60.

ORDER THEREON, 4th June 1859, No. 1358.

Ordered to be recorded with reference to Extract Minutes Consultation 23rd March 1859, and to the letter to the Government of Bombay of the same date.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Public Works Department
Communications.

The Secretary to the Government
of East St. George

Sir,

With reference to the communications specified in the margin, I am directed to intimate that Her Majesty's Principal Secretary of State for India has forwarded to the Government a copy of the Despatch No. 2 dated the 1st January 1859 addressed to His Lordship to the Government of East St. George relative to Messrs. Price & Co's proposals for placing and working, Boydell's traction engine on the road leading from Hookly to Tuddry.

The Chief Engineer at this Presidency to whom a copy of this Despatch was communicated, has addressed the Government on the subject. A copy of his letter is herewith forwarded for the information of the Government of East St. George, together with a copy of a Resolution recorded by this Government

under

under date the 5th May 1859.

I have the honor to be,
Sir,

Your Most Obedient

Bombay Castle
16th May 1859

W. F. Marriott Captain

Sole Agent for the

Marine

Harbour & Navigation

M. J. J. J.
M. J. J. J.

(Copies)

N^o 1962 of 1859.

Public Works Department
Office of Chief Engineer at the
Presidency

Bombay 5th April 1859

To, The Right Hon^{ble}
Lord Elphinstone G. C. H.
Governor and President in Council

My Lord,

With reference to Mr.

to his Secretary Young's letter N^o 837 of
31st March I have the honor to submit
that although the Right Honorable
the Secretary of State for India is quite
correct in stating that a good road is
not necessary for Boydell's Traction
Engine, as the endless railway attach-
ed to it enables it to travel over, marsh,
sand or shingle, where there is no road,
yet that it appears impossible that
it can cross Nullas and ravines and
work with safety up and down the
steep descents into rivers and that con-
sequently it appears necessary to complete
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the Bridges along the line or else
to use the Engine when it arrives along
some road as between Wapind and
Malligaum which is already bridged.

2 I take the liberty of
mentioning this at once lest the Engine
might fall into disrepute if used
on a line not adapted for it.

I have the honor to be &c
Signed W. Scott

Colonel
Chief Engineer at the
Presidency

Copy of the Resolution of Government
dated 5th May 1839.

The Government of
Madras should be informed that Her
Majesty's Principal Secretary of State
for India has forwarded to this Govern-
ment a copy of the Despatch No. 2
dated the 19th January 1839 and dropped
to them by His Lordship relative to
Messrs Price and Co's proposals for
placing and working Boydell's Traction
Engine on the road leading from
Hoobly

1838
V48514-51A
V6247@51
1839
V578@53
V1097@99
V1510
V1752@54

Hoobly to Tuddry and they should
be furnished with a copy of the pre-
sent letter from the Chief Engineer.

2 The Secretary of State
for India should also be furnished
with copy of the Chief Engineer's
letter and referred to the proceedings
regarding the Port of Tuddry and
the roads leading to it quoted in
the margin.

3 His Lordship in Council
observes that although the Boydell
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what gradients and curves the Boy-
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4 In the meantime the Chief Engineer should be requested to ascertain if possible to what extent the approaches to the rivers which cross the road between Dharwar and Luddy can be improved by cutting down the banks and other means which involve little expense and may therefore be adopted at once although the construction of bridges and other expensive improvements must be deferred until the Government of India is able to relax the present restriction upon expenditure in the Department of Public Works.

(True copies)

M. Phillips
Examiner

To accompany Bombay Government
Letter Public Works Department No. 1260
dated 16th May 1839.

W. F. Marrett Captain
Acting Secretary to Govt.

Conf. Dy. Secy

Enviado 7/59 a 13/59 a 21

Wm. H. 1859 Ophard.
Cane 18th April. A.

7/6/33

From the Acting
Secretary to the Govt.
of Bombay

Oct 16th }
 Dec 25th } May 59
 J. H.

92-1260

Wm. S. & Co.

Forwarding a copy
of their Ed. of Eng. Cotton
on the same lines respecting
for placing forwarding
Anglo-Am. Convention Engine
on the weekly Thursday road
of a Resolution, recorded
thereon -
At 12 1/2 58-4 1/2 June 1859.
With an order &

24.1358

Delivered to the recorders with
reference to ~~of~~^{the} ~~first~~^{second} ~~volume~~^{series} ~~Book~~^{of}
-matation 23^d March 1809 and to
the letter to the Government of Bombay
of the same date.

[illegible]