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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Con, Coll 1758

G.O. No. 2294 Press Mis.

223

Dated 24-5- 1858.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, from 24th September to 4th October 1859.

No. 22. Read the following Proceedings of the Madras Goverument in the Financial Railway Department, dated 19th September 1859. No. 517.)

Sanctioning Rupees 400 for a new supply channel to the Avady tank in Chingleput District. } (Vide Financial Railway Proceedings from 17th to 23rd September 1859, Nos. 5-6.)

No. 23. ORDER THEREON, 24th September 1859, No. 2294.

Ordered to be communicated to the Chief Engineer who will arrange for the immediate execution of the work.

(Signed) W. C. SIM,
Actg. Dy. Secretary to Government.

FINANCIAL RAILWAY DEPARTMENT.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following Observations by Captain P. O'CONNELL, Deputy Consulting Engineer for Railways in charge, on letters from the Agent and Manager of the Madras Railway Company, and the Collector of Chingleput, dated 14th September 1859, No. 216.

With an order No. 318, of the 9th June last, Government referred to the Consulting Engineer for early report, a letter from the Collector of Chingleput bringing to notice that the transfer of the extra land applied for by the Railway Company for the Avady Station would cut off a supply channel to the Avady Tank, and that a new channel would have to be cut in lieu of it, as well as a road for Cattle and bandies to pass over the Railway.

2. For cutting a new channel the District Engineer's Estimate amounted to Rupees 1,134. The Collector begged to be informed whether he might guarantee its construction to the Villagers, as they had objected to part with the required land on the plea that the water supply would be cut off.

3. The Collector further thought it desirable that the Railway Company should be required to guarantee the construction of a road through the land, and to build a Tunnel or Bridge over the new Channel at the end of the road.

4. On the Receipt of the order of Government, Captain Johnston, requested* the Agent and Manager to inform him what arrangements his Chief Engineer would propose to make, to meet the requirements of the Villagers in respect both to the supply channel and road, and whether the Agent was prepared to give the guarantee referred to by the Collector, in the event of the Chief Engineer considering it necessary to divert the channel.

* *Letter, No.* 283, *dated* 10*th June* 1859.

5. In reply, the Agent transmitted an Extract from a Report received from the Resident Engineer of the Madras Division. This Officer gave it as his opinion that the propositions of the Collector "cannot be acceded to consistently with a due regard to the care of the Company's interests." He then went on to say that "If the land desired to be transferred to the Company " * * were handed over, it would obviously be our interest to divert the channel now pass- " ing through the grounds," but that the diversion should be made from the point marked thus* on the Sketch plan prepared by the District Engineer.

6. With regard to the Road and Tunnel, the Resident Engineer stated "there is at present " no road leading Northward from the Station beyond what is usually known as a wheel track " which dips down into the present channel, I therefore deem it unreasonable that the Railway " Company should be required to construct a road and a "tunnel" when no necessity for either " was discovered until we required a little to the ground fenced in by us more than two years " since."

" The immediate purpose for which I required a part of the ground was for depositing " Ballast previous to loading, and that partly for the accommodation of the Ballast contractors, " who now are the very parties (Villagers of Avady) raising objection to our obtaining posses- " sion of the ground."

7. The Resident Engineer summed up by stating that "he does not feel at liberty to " recommend the purchase of the land, if that involves the construction of such works as are " detailed by the Collector."

8. The Agent has not expressed any opinion on the Resident Engineer's Report, but it is to be presumed that he concurs in all which that Officer has said.

9. The Report alluded to was sent to the Collector of Chingleput, on the 14th July, and that Gentleman, with his reply, dated the 9th instant, forwards a transcript of one from the District Engineer, who "examined the channel" and found that it was constantly breaching at the point A. Vide Plan, and proposed that the *pink* line should be adopted—The cost for cutting which is estimated at Rupees 400—that of the one proposed by the Railway Resident Engineer at Rupees 171. The difference between† the sums "would," it is said "be the cost of improvement."

Letter, No. 183.

No. 504.

† *Rupees* 239.

10. . The Collector thinks that the cost of cutting the new channel according to the *Pink* line up to its junction with the dotted one, " may fairly be charged to Government since it is for " their own improvement alone that the change will be effected while the remaining of the new " channel should be dug and paid for by the Madras Railway Company. This one digging of " a new channel will it is hoped, do away with the necessity of continually repairing the " breaches at A, and so be a cheap remedy in the end."

11. The Collector further thinks that " the Tunnel should be constructed where the " road crosses the channel as otherwise the Traffic will soon destroy the banks of the channel."

12. Government will see from this correspondence that the Railway authorities consider that it is to their interest to divert the channel through the land as shown by the dotted line, and consequently that they will bear the expense of so doing. But as the adoption of that line for the reasons given both by the Collector and Resident Engineer, would not be an advantageous one, as far as the interests of Government are concerned, it is obvious that the additional outlay necessary for cutting a channel by the *Pink* line, from point A, should be borne by the State.

13. The Estimated outlay for the channel is Rupees 400.

To be borne by the State.....	Rupees	229.
By the Railway Company.....	„	171.

14. As regards the construction of a Bridge across the new channel, I think it is a work which, if required for the Traffic, should be undertaken by Government. There is no bridge over the present channel, and the Railway Company cannot well be required to put up one because it is to be diverted. What may be the cost of the Bridge has not been mentioned by the District Engineer.

15. Should a bridge be built, I have no doubt the Railway Company will be prepared to make the small piece of Road through their ground. Its cost will probably not exceed a hundred Rupees.

ORDER THEREON, 19th September 1859, No. 517.

The Government sanction the estimated outlay of Rupees (400) four hundred for the new supply Channel to the Avady tank, of which Rupees (171) one hundred and seventy one will be chargeable to the Madras Railway Company, and the rest borne by Government. The work will be executed at once by the District Engineer, and the necessary orders for that purpose issued in the Public Works Department.

(True Extract.)

Chief Secretary.

To the Public Works Department.
„ Consulting Engineer for Railways,
(with original enclosures.)
„ Collector of Chingleput.
„ Accountant General.
„ Civil Auditor.

Exd. A. P. W. Beghie.

Public Works 1859 Sept.
Pro: of Govt 4th October

No. 2500.

Proceedings of the
Madras Govt. in the
Financial Railway
Department.

Dated 19 } September 1859
Recd 23d }

Sanctioning Rs 400
for a new supply chan-
nel to the Avady tank
in Chingleput Distt.

No 2294 24 Sept 1859

No 2294.

Ordered to be commu-
nicated to the Chief Engineer
who will arrange for the immed-
diate execution of the work.

J. Thomson

Fort St. George
24th Sept. 1859.

To Copy to the Chief Engr.
Disp. 24

No 2283.

With an order

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