

(1) Number of pages

6

(2) Date of repair

13.8.42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.

1877

Press
-Mis.

Dated

14-7-

1863.

Not to be folded or roughly handled

13/9/42

1

*Proceedings of the Madras Government, Public Works Department,
14th July 1863.*

No. 307. Read the following Proceedings of the Madras Government in the Financial Railway Department, dated 20th June 1863, No. 289:—

Passing orders on the letter from the Consulting Engineer for Railways bringing to notice the bad state of the existing roads leading to Railway Stations in the Tanjore District, and the necessity of constructing new ones for bringing in traffic. } (Vide Financial Railway Proceedings, 20th June 1863, Nos. 70-71.)

No. 308. ORDER THEREON, 14th July 1863, No. 1,877.

1. Communicated to the Superintending Engineer 6th Division, whose attention is drawn to the requisitions in paragraphs 1 and 2 of the Proceedings in the Financial Railway Department.
2. As regards paragraph 3 of the above Proceedings, the Consulting Engineer for Railways will be referred to the Proceedings of this Department, dated 25th June 1863, No. 1,675. With respect to the improvement of the road between the Nedamungilum Station and Manargoody, the Superintending Engineer 6th Division is requested to report how much of the estimated outlay of Rupees 30,420 he will be able to spend in the current official year if funds be made available.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

FINANCIAL RAILWAY DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Observations by Captain P. P. L. O'CONNELL, Acting Consulting Engineer for Railways, dated Madras, 2nd June 1863, No. 25, on letter from the Agent and Traffic Manager of the Great Southern of India Railway, No. 717, dated 15th April 1863.

In this letter Mr. Betts complains of the bad state of the existing roads leading to Railway Stations in the Tanjore District, and in some instances of the absence of roads where their construction would bring traffic to the line.

2. The roads of which the Agent and Traffic Manager complains as being in very bad order, are those between Negapatam and Point Calimere (35 miles), and between Tritrapoondy and Trivalore, respectively. I would recommend that the special attention of the Superintending Engineer Sixth Division be called to those roads, and that they be entered in the next quarterly report of the state of Railway feeders in the Tanjore District.

3. With respect to the absence of roads leading to Railway Stations, Mr. Betts complains that between Negapatam and Trivalore, a distance of 15 miles, and between Tanjore and Trichinopoly, a distance of 30 miles, no such roads are provided. Government are aware that there has lately been much correspondence respecting the road between Keevalore and the Railway Station of that name: a road carried northwards from Keevalore to join the road between Nagore and Parellum, a little to the eastward of Polagam, and another south-west to Tritrapoondy, would add much to the convenience of the inhabitants of the villages which they would connect, but I do not think that the construction of the latter one can well be urged as a Railway feeder. Tritrapoondy is 15 miles from Trivalore and nearly due south of it, it is 16 miles from Keevalore; this difference is so small that a traveller leaving Tritrapoondy for Negapatam, would in all probability take the rail at Keevalore instead of at Trivalore, thus saving himself the expense of $7\frac{1}{2}$ miles of Railway travelling. The same thing would happen whenever goods were leaving Tritrapoondy or passing through Tritrapoondy for Negapatam. Passengers and goods going westward would of course join the rail at Trivalore. As a Railway feeder, a road running north from the Keevalore Station to Keevalore in the Negapatam and Tritrapoondy road, would be preferable to a road direct to Tritrapoondy.

4. The next station wanting a road is Sholeamungalum. There is at present, as will be seen by a letter from the Superintending Engineer Sixth Division, No. 1, dated 27th May, a fair weather road northward from Sholeamungalum to Kabistallum. Another south from the Sholeamungalum Station to the road between Tanjore and Manargoody would supply all the feeders required at this station.

5. The next station wanting roads is Boodalore. This is peculiarly situated. The large irrigation rivers immediately to the north of it consisting of the Cauvery and some of its main branches have, as it were, but just started on their course and are still confined to a narrow strip of land lying south of a still larger river, the Coleroon. Any road crossing them must, therefore, be costly and comparatively insignificant in its effects upon the Railway. A road southward from Boodalore to Sinjeepetty, might, I think, be constructed with advantage.

6. Before passing final orders respecting any of these roads, I would recommend that estimates be called for in the Department of Public Works for the following roads:—

- 1st.—From Keevalore northwards to join the Nagore and Parellum road, a little to the eastward of Polagam.
- 2nd.—From Keevalore southwards to Keevalore, on the Negapatam and Tritrapoondy road.
- 3rd.—From Sholeamungalum to the Manargoody and Tanjore road.
- 4th.—From Boodalore to Sinjeepetty.

The villages that each of these lines should pass through can be best determined by the Superintending Engineer Sixth Division, in communication with the Collector of Tanjore.

7. It will be seen from the Proceedings of Government in the Department Public Works, No. 1,079, dated 29th April 1863, that three works connected with feeding roads to the Great Southern of India Railway which were sanctioned for entry in the Budget for 1863-64 were struck out again in consequence of the limited sum allotted to this Presidency for the coming year.

8. The works alluded to are as follow:—

Metalling the road from Needamungalum Railway Station to Combaconum	Rs. 75,250
Do. from do. to Manargoody	30,420
Do. from Negapatam Railway Station to Nagore	25,730

9. It would appear from the Honorable Sir C. E. Trevelyan's Financial Statement, as published in the newspapers, that provision will be made for such works as these out of the cash balances, I would, therefore, recommend that the Government of India be requested to grant special sanction in this case.

To the Chief Secretary to Government, Fort Saint George.

From WILLIAM S. BETTS, Esq., Agent and Traffic Manager, Great Southern of India Railway; to the Consulting Engineer for Railways, Madras, dated Negapatam, 15th April 1863, No. 717.

I regret to learn from your letter, No. 48 of the 18th ultimo, that Captain Prendergast's inspection of the feeding roads connected with the Great Southern of India Railway has not (with the exception of the Keevalore road) had the effect of producing any order for the supply of better means of communication than those which now exist between the Railway and the surrounding country.

2. The skeleton map (prepared by you in 1855) of the roads in the Sixth Division shows as nearly as possible the amount of accommodation now existing, beyond the erection of the bridge at Kodachary, nothing appears to have been done in the shape of Railway feeders since the was first put in hand.

3. The Railway running east and west, it follows that northerly and southerly roads are wanted to connect the outlying districts. A glance at the map will show that between Negapatam and Trivalore, a distance of 15 miles, and between Tanjore and Trichinopoly, a distance of 30 miles, no such roads are provided.

4. At Negapatam and Trivalore we have roads running in the desired direction; but when I tell you that within the last month a gentleman with posted bullocks required 23 hours to travel between Negapatam and Point Calimere (35 miles), and that another gentleman could not (with bearers—bandy travelling being considered too slow) exceed a mile and a half an hour between Tritrapoondy and Trivalore, you will have some idea of the condition of these roads, which, when not rendered impassable by floods, are so heavy as to render locomotion a tedious and toilsome affair.

5. The first named road forms our connection with the tobacco producing District and salt Depôt of Vadarnium. With respect to this road the Collector of Tanjore remarked in 1859, "if it were bridged and put in complete order there can be no doubt but that a large quantity of the salt which is manufactured at Vadarnium, and which is of a particularly fine description, will find its way by Negapatam and the Railway into the interior. The tobacco manufactured and grown at Vadarnium is also of superior kind, and the cultivation is extending rapidly. It would doubtless also find a market to the westward." The Collector of Tanjore also stated the last named road (that leading from Trivalore to Tritrapoondy) to be one the improvement of which was "urgently called for."

6. At Kodachary, the bridge now nearly finished will connect the Railway with the north road numbered 17. For the south both Captain Prendergast and the District Engineer recommend, and the Collector approves, the formation of a road from the station along the left bank of the Valliar river to Road No. 23. This recommendation you state "will be considered in the Public Works Department."

7. At Needamungalum while there is every probability of a light Railway, being constructed northward to Combaconum, it would not be desirable to expend money in the improvement of that part of the Road No. 15, but the portion southwards (to Manargoody) requires the improvement already sanctioned by Government.

8. Between Needamungalum and Tanjore (about 20 miles) no road runs southward from the Railway.

9. At Tanjore the roads are in good order, but between this station and Trichinopoly, the produce of the fertile District watered by the Cauvery and Coleroon is lost to the Railway for want of roads by which to reach it.

10. The working of the Railway up to this time has resulted in a loss to Government who have to make up the difference between the net earnings and the percentage guaranteed to the Railway proprietors, and this loss will continue until a greater portion of the produce of the country is able to be brought to the Railway for transmission—an outlay of money in providing improved roads, and roads where none now exist will, I am convinced, increase the receipts of the Railway and save the Government loss hereafter.

11. That the necessity of providing roads as Railway feeders is fully recognized by Government is admitted in the Right Honorable the Secretary of State's letter, No. 53 of 24th July 1860, who says that until this is done, "the resources of the Districts bordering on the Railways can be only very partially developed, and the Capital invested in the latter must remain comparatively unprofitable."

12. Your letter under reply leads me to think Government have been given to understand that the requirements of the District have been fully met. I have thought it my duty therefore both to Government and to the Railway Company to state the actual condition of our communications; and I have to request you will lay my remarks before Government for their information.

From Captain E. A. FOORD, Superintending Engineer of Division; to the Consulting Engineer for Railways, Madras, dated Tanjore, 15th April 1863, No. 289.

I have the honor to inform you, in reply to your letter of the 21st, No. 10, that the road from Kabistallem via Paupanassem to Sholeamungalum is a very good fair-weather road, but requires a considerable expenditure on sanding to make some parts passable in wet weather. The traffic on it is at present not very heavy.

ORDER THEREON, 20th June 1863, No. 289.
Resolved, that the foregoing observations and the letters to which they refer be communicated to the Public Works Department, in view to the special attention of the Superintending Engineer, 6th Division, being called to the state of the roads between Negapatam and Point Calimere, and between Tritrapoondy and Trivalore. These should be entered in the next quarterly report of the state of Railway feeders in the Tanjore District.

2. Estimates will be called for in the Public Works Department for the roads specified in paragraph 6 of the Acting Consulting Engineer's observations.

3. With respect to the roads alluded to in paragraphs 7 and 8, it will be considered in the Public Works Department whether application should be made to the Government of India for their special sanction for a grant out of the Cash balances for the execution of these works.
(True Extract.)

To the Public Works Department,
Consulting Engineers for Railways.
Exd. T. McMootry.

1863
 Bro of Govt for Ind-
 1862

Wm. of Gov. in the
General Land
Department

Oct 20th 1866
Rumford St.

1969

*Recd 6/22/07 by
Jmca-145082/07*

After from the Long Cut for
Railways being, to notice the
fact that in the building works
leading to the building of the
on the Long Cut, and the
occupy of the building and
one for being on the site.

Feb 1844 - 14th July

Philadelphia

Curculio

[illegible]

in paras 1 and 2 of the Order passed in this
General Railway & Terminal.

all people have a right of free access
to the Canal and the river for shipping
and no person shall have a right of free
access to the Canal and the river for shipping

March 25th June 1863 & 16/75. With perfect
to the improvement of the road between the

Redmond's place and Managoody the
Smyth's place to pay what he paid for much
of the colonial soldiers of 1780 & 20 for well

all depend on the current Official money
fund's let markets as well able.

John Johnson 1824

And I rec^d for Railway 11th July 1863 30
 At manual Railway, 20th July 1863 30

22 May 1863 Ad. 14th