M.R.O. 1—77,006—8-6-37.

(1) Number of pages 18

(2) Date of repair 13-10-42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2778 Press ~~Mis.~~

511—514

Dated 22—9— 1864.

Not to be folded or roughly handled

No. 511.

Read the following papers :—

Despatch from the Right Honorable Sir C. WOOD, Bart., Secretary of State for India, (Public Works), to His Excellency the Honorable the Governor in Council, Fort Saint George, dated India Office, London, 8th August 1864, No. 24 :—

SIR,

No. 21 of 29th April 1864.
„ 23 of 11th May „
„ 24 „ „ „
„ 27 of 20th „ „
„ 28 „ „ „
„ 32 of 27th „ „
„ 33 of 30th „ „

1. I have had before me in Council the Despatches from your Government, noted in the margin, relative to the affairs of the Madras Irrigation and Canal Company; such of the points in these Despatches as seem to call for remark will be found noticed below.

2. Your animadversions on the tardiness with which the progress reports of the Company's works have hitherto been submitted have been seconded by the Directors in this country, who have issued stringent injunctions on the subject to their Agent at Madras.

3. The diminished amount of the available balance of their paid-up capital had also attracted the attention of the Directors, who have in consequence made a call of 4*l.* per share, payable by 15th instant. This call is expected to bring in 49,000*l.*, and it is intended that further calls shall be made after the interval prescribed by the Company's Act.

4. It is, however, continually becoming more and more apparent that the capital of a million sterling, to which the guarantee of interest is restricted, will be far from sufficient even for the reduced project from Soonkasala to the sea. The revised estimates which have been submitted to you for the Hindri aqueduct and the Soonkasala anicut show that the cost of these works will be in the one case 60 per cent., and in the other no less than 147½ per cent. in excess of the original estimates. It is to be apprehended that the expense of other portions of the undertaking may have been similarly miscalculated, and it is, in any case, certain that the Company's guaranteed capital cannot go nearly so far towards the execution of their project as was at one time supposed; it becomes of importance, therefore, to consider how far it is really likely to go, and it may be a question whether, while the guaranteed capital remains unsupported by capital raised without a guarantee, you can prudently permit any further expenditure upon the lower sections of the project, which, after the whole of the guaranteed capital shall have been exhausted, may be liable to be left unfinished for want of additional funds.

5. In this view of the subject, there can be no doubt that you decided judiciously in refusing to sanction estimates for any portion of the tenth section of the main canal, that, namely, between Adamapilly on the Pennaur river and Somaishweram, until furnished with such plans and estimates for the whole of that section as should satisfactorily establish the practicability of completing it at a reasonable cost.

No. 512. From Captain J. MULLINS, R. E., Consulting Engineer for Irrigation and Canal Company, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Madras, 12th August 1864, No. 69.

SIR,

1. I have the honor with reference to Proceedings of the Madras Government, No. 1,058, 28th April 1863, to submit for the consideration of Government the plans, estimates and correspondence connected therewith, as per margin, for the 1st Section of the Nellore Division of the Main Canal, the distance being 4 miles and 700 feet.

No. 1 Plan of retaining walls between Head Lock and Head Sluice, 1.
„ 2 do. Head Lock, 1.
„ 3 do. Retaining walls east side of Head Sluice, 1.
„ 4 do. of Head and under-sluice, 1.
„ 5 do. of scouring Sluice, 1.
„ 6 do. of Bridge, 1.
„ 7 do. of irrigating Sluice, 1.
„ 8 do.* Aqueduct of four arches, 1
„ 9 Cross sections of canal in cutting, 1.
„ 10 do. do. embankment, 1.
„ 11 Land Plan, 1.
„ 12 Longitudinal Section, 1.
„ 13 Sketch Map, 1.
„ 1 Estimate for earth work.
„ 1 do. for masonry do. with three Appendices.
„ 1 do. for pitching, &c.
„ 1 Abstract Estimate.
Letter from Agent No. 2,555, dated 9th April 1864.
Do. to do. „ 690, „ 27th „ „
Do. from do. „ 2,665, „ 27th „ „
Do. to do. „ 78, „ 11th May „
Do. to do. „ 105, „ 12th „ „
Do. to do. „ 43, „ 17th „ „
Do. from do. „ 394, „ 14th June „
See Plans Nos. 9 and 10.

2. The principal dimensions of the Canal as designed are—

Mean width ...	...	88 to 90 feet.
Water surface width	...	97 to 102 „
Depth ...	...	6 „
Fall per mile ...	...	4 inches.
Side slopes ...	...	1½ to 1 in cutting and 2 to 1 in embankment.

Discharge* 1,21,440 cubic yards per hour calculated from the cross section in embankment, and 1,20,031 from that in cutting, or in round numbers 1,20,000 cubic yards per hour.

These calculations are made by Beardmon's formula, and the results are in excess of those which would be obtained from Stoddard's Tables which, with the above data, give 1,04,100 cubic yards per hour, as the discharge for the canal in embankment.

* Vide Mr. East's Memorandum, dated 6th June 1864.

3. The estimates were first received from the Agent with that gentleman's letter No. 2,555, of the 9th April, but as some delay was necessarily occasioned by the absence of the requisite certificate from the Superintending Engineer of the 2nd Division, as to the non-interference with the existing irrigation of the part of the Nellore District, through which the canal would pass, the late Consulting Engineer availed himself of the opportunity to ask† for additional information on certain points. This information was conveyed in the letter from the Executive Engineer of the Division, which accompanied the Agent's letter No. 78 of the 11th May, but after carefully examining the plans and estimates it appeared to me that certain discrepancies required explanation, and some modifications seemed also desirable, and with my letter No. 43 of the 14th May, the papers were returned to the Agent for the re-consideration of the Chief Engineer. The estimates were re-submitted with the Agent's letter No. 394 of the 14th June, and the plans were received on the 4th July. As I was then on my way to Somaishweram and the Nellore Division, I took advantage of the opportunity to go over the ground and inspect the places where the more important works are intended to be constructed.

† In letter No. 690.

4. With regard to the Superintending Engineer's certificate, alluded to above, it will be seen that Colonel Anderson in paragraph 3 of his letter, which was transmitted to this Office with the Agent's endorsement No. 2,665 of the 27th April last, supposes that whatever part of the Ayacut of the Kullur tank may be intercepted by the canal will be watered by the latter. This is the case in the 4th mile, but not so in the 2nd. It is true that the extent of land intercepted is very small, and that the greater portion of the area will be taken up under class B to form the canal embankments, but in the first place

Vide also paragraph 52 of my letter No. 65 of the 5th August 1864.

3

Indian Tramway Co^y Ltd
President Eng^r's Office
Chennai
27th August 1864

No. 46

From

B. M. Holloway Esq^r
President Engineer I. T. Co^y Ltd

To

Colonel A. J. H. Boileau. R.E.
Sup^d Engineer 4th Division

Sir

With reference to your letter No. 24 dated 25th July 1864 enclosing Government order No. 2015 dated 13th July I do have the honor to forward Tracings & plan showing arrangements & Accommodation for Great & Little Canjeeveram together with Schedules showing the quantity of land required for the Indian Tramway Company Ltd

2. The land (colored green in the tracing) on the South side of Great Canjeeveram Station is not required now, as I only intend having a Goods Shed, Carriage Shed and sufficient room for approaches to the Station, but I think it necessary to have some on the North side which is colored purple.

3 As I shall require some more land at Little Canjeeveram besides that already applied for in our letter dated 2nd July No. 203 to give room for the buildings & approaches &c. I think it necessary to apply for it.

I have the honorable
Sir
Your most obed^t Serv^t
B. M. Holloway
Pres Engr I. T. Co^y Ltd

No. 26

Endorsement.

Tramway.

Accompaniments
1 Letter
3 Plans of Stations
2 Schedules of Land required

Submitted to Government for orders with reference to their Proceedings in the Public Works Department No. 2015 A dated 13th July 1864.

The position and dimensions of each building proposed to be erected by the Indian Tramway Company at Arconum, Great Conjeveram, and Little Conjeveram will be found on the Plans of Stations herewith forwarded.

Madras
6th September 1864.

A Boileau Col. R.E.
Supt Engr. 4 Dn.

To
Colonel C. A. Orr R. E.
Secretary to Government P.W.D.

From Lieut Col. Boileau
Chief Engineer
Indian Tramway Co.
Dated 29th Aug 64.
Rec'd 29th Aug 64.
No. 34 Sec'd.

Tramways Drainage
& Station Arrangements of Arconum
and Great Conjeveram
Little Conjeveram
To gather with Plans
Examined the quantity
of Land required by
the Company.

Memorandum.

The Letters of date 13. July last, No. 2015-A., Cost stated that they considered the land applied for by the Railway Company to be in excess of their requirements, & called for plans of the building which it is proposed to build at Ercomum & Great Conqueram, & Little Conqueram, respectively, & enable them to decide the question.

The plans & papers now circulated are in reply to that Order.

It will be seen that at Ercomum the Company adhere to their demand for 21.63 acres. This is in addition to a large piece of land, about 2-thirds of the above extent, which has been made over to them by the Railway Company.

Here the land applied for is all Waste.

Land now required at Ercomum.
21.63 acres
of waste.

Vide No. Railway Cost...
...

Vide

Private & Confidential
From
The Secretary to Government
To
The Superintending Engineer
S. P. Dist.

The Secretary to Government
P. W. Dept.

Dated 6th Dec. 94.
Rec'd 7 Dec. 94.
No. 26
Cop 27 Dec 94 - 22 Jan 95 to 66
Salmond Forbes
relative to the alteration
arrangements at
Ercomum and proposed
Railway Conference
for Little Conqueram
and Ercomum
Schedule of the Plan
quantity of Land &c
required by them.

No. 5 of 9

Ercomum 1894 No. 145

At Great Conjeveram the Company have struck off from their first application 2·79 acres of waste land, which is not required: - but they have increased their demand by ·60 acre of Nunjah land.

At Little Conjeveram they have increased their previous application by 1·05 acres of Garden land.

Orders are requested upon the subject.

It seems to the undersigned that the land applied for in this case very much in excess of the actual requirement. The land required for Stations is to be given to the Company free of charge: - & the present application, if complied with, will entail a large and

Land now required at G.C. Conjeveram
4·41 acres
of wet-
+ ·60 acre
of Nunjah -

Land now required at Little Conjeveram
8·25 acres
of Garden -

unnecessary charge on the State, especially in the case of Little Conjeveram, where the land required by the Company is all Garden land."

Thos Stewart

14. September 66.

Public Works Dept
11

No 2769.

Proceedings of the Madras Government
Under date the 22nd September 1864
Read the following
Letter from the Superintending
Engineer 4th Division.

Submits papers relative
to the station arrangements
at Arconum and Great and
Little Conjeeveram for the use
of the Tramway Company
as also a Schedule of the quan-
-tity of land required by them.

(Here enter G. Septr 1864
No 261)

In their Order of
13th July last, No 2015
A. Government stated
that they considered
the land applied for
by the Tramway Company
for Stations, to be in excess
of

16th Septr 1864 — Rd 17th

of their requirements, and called for plans of the buildings which it is proposed to build at Arconum, Great Conjeveram, and Little Conjeveram, respectively. ~~to avoid the necessity to build the projections~~

The plans and papers received with the Mem.ª recorded above are in reply to that order.

At Arconum, the Company adhere to their demand for 21.63 acres. This is in addition to a large piece of land, about 2 miles of

Land now required at Arconum. 21.63 acres of waste.

the above extent, which has been made over to them by the Madras Railway Company. Here the land applied for is all waste.

At Great Conjeveram the Company have struck off from their first application 2.79 acres of waste land, which is not required; but they have increased their demand by 60 acres of Nunjah land.

At Little Conjeveram they have increased their previous application by 1.05 acres of Garden land.

Land now required at Great Conjeveram 4.41 Acres of waste
+ .60 Acre of Nunjah.

Land now required at Little Conjeveram 8.25 acres of Garden.

In

It seems to the Government that the land applied for in each case, particularly at Arconum and Little Conyeveram, ~~is~~ much in excess of the actual requirements of the Company. Before passing final orders on the subject, however, the papers will be referred to the Financial (Railway) Dept, in view to the Consulting Engineer for Railways, or his Deputy, being instructed to meet the Engineer of the Tramway Company at

places named above, at the ~~localities~~ and after hearing ~~the~~ W. Holloway's explanation, to report to Government his opinion on the application.

W.

47

To The Financial Railway Dept Mills & Luckes! ✓
5 " Supg Engineer 4: Dist ✓
21 " Revenue Dept ✓

Dear Sir 23rd September

21 Enclosure

Dated 23rd September

Copy in a Letter to England
D/ 30th Septr No: 60 of 1864.

Pr. Ld 1864 Depatch
Septr
from Govt. of Ceylon

No. 2770
from the Colonial
D/ 22. Septr/64

No 671 @ 674