

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.****DEPARTMENT.**

G.O. No.	241	Press
		Mis.
Dated	4	18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th November 1864.*

No. 93. Read the following Proceedings of the Madras Government in the Financial
Railway Department:—

Stating that Government is not prepared at present to
authorize the construction of the road from Budaloor } (Here enter 26th October 1864, No. 691.)
northwards to Trikutupully, Tanjore District.

No. 94. ORDER THEREON, 4th November 1864, No. 3,177.
Communicated to the Superintending Engineer, 6th Division.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Financial Railway
Department, 26th October 1864.*

Read the following papers :—

No. 123. From Captain J. BEAN, R. E., Officiating Superintending Engineer, 6th Division; to Major J. S. STEWART, R. E., Deputy Secretary to Government, Public Works Department, dated Tanjore, 1st October 1864, No. 1529.

1 Abstract Estimate.
1 Appendix.
1 Survey, } per Banghy.
2 Plans, }
Public Works Department, dated 28th December 1863;
No. 3472.

I have the honor to forward plans and estimates, amounting to Rupees 83,700, for constructing a road from Budaloor northwards to Trikatupully, being one of the lines of Railway feeders referred to in the Consulting Engineer's Observations, dated 4th November

1863, No. 91, Orders of Government, No. 604, dated 16th November 1863.

2. In the correspondence to which these observations refer a plan and estimate of this line was promised by the late Superintending Engineer, and I have had them prepared in my office from surveys taken by Captain Mullins. Lieutenant Colonel O'Connell refers to a place named ~~Manpanchi~~ as the northern terminus of the road, but I have stopped at Trikatupully, this town being on the south bank of the Cauvery, whilst the former is on the north bank.

3. I am not aware whether Government are prepared to entertain the proposal of carrying out this road, which is advocated by the Agent of the Railway in paragraph 6 of his letter of the 11th August 1863. There are other lines projected and sanctioned in connection with the Railway stations between Tanjore and Trichinopoly, and the Cauvery river, which will run parallel to this road. The estimate now submitted is large, considering that the length of road is only 4 miles 7 furlongs, but I may observe that it includes a sum of Rupees 51,840 for one masonry work alone, the bridge across the Vennar river which would consist of 17 arches of 45 feet span each.

Referred to the Financial Railway Department, with advertence to Proceedings in that Department, No. 640, dated 16th November 1863.

(Signed) C. A. ORR, Colonel, R. E.,
Secy. to Govt., P. W. D.

Forwarded to the Consulting Engineer for Railways for any remarks he may have to offer on the subject of the road referred to.

(Signed) A. J. ARBUTHNOT,
Chief Secretary to Government.

No. 124. From Lieutenant Colonel P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways; to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 12th October 1864, No. 563.

With reference to the docket dated the 11th instant, forwarding, for any remarks I may have to offer, a letter from the Officiating Superintending Engineer of the 6th Division of the Public Works Department, I have the honor to state that, taking the estimated outlay of Rupees 83,700, it will require an annual receipt of Rupees 10,462½ to pay 7½ per cent. working expenses, and to yield a clear profit of 5 per cent. on the outlay.

2. The distance from Budaloor to Negapatam is 59 miles, and the Railway charge for goods being 1 Anna per ton per mile, it would require $\frac{10,462\frac{1}{2} \times 16}{59} = 2837$ tons.

3. Estimating the produce of rice at 300 tons to the square mile, and the portion exported, so far as the coast, at 75 tons, the road should command the produce of $\frac{2837}{75} =$ nearly 38 square miles of cultivated land, or, if 25 per cent. be added for uncultivated land, of probably not less than 47½ square miles. It is too much to expect a road only about 4½ miles in length to do this, and I am of opinion, therefore, that a fair interest for the proposed outlay of Rupees 83,700 would not be obtained through the agency of the Railway alone.

*Proceedings of the Madras Government, Financial Railway
Department, 26th October 1864.*

4. The formation of a road, however, will open up a portion of the country, which is now shut out from the want of means of communication. On this consideration, and the probability of a considerable traffic springing up, it may be advisable to construct the road; and if funds are available the Government may sanction the outlay required.

5. Captain Bean alludes to "other lines projected and sanctioned." These lines have no connection with the one now proposed, which is intended to open up a portion of the country untouched by the "other lines."

No. 125.

ORDER THEREON, 26th October 1864, No. 691.

His Excellency the Governor in Council is not prepared at present to authorize the construction of the road from Budaloor northwards to Trikatupully, the length of which is only 4 miles and 7 furlongs, and the estimated cost Rupees 83,700.

(True Extract.)

G. J. Cunningham
Chief Secretary.

To the Public Works Department, with 2 enclosures and 3 plans.
" Consulting Engineer for Railways.
" Collector of Tanjore.

3177 30
No. 3177
Communicated to
the Superintending Engineer, 6th
Division.
Shepherd
4th Nov 1864
The Supt Engineer
6th Division. With 5 Enclosures
X. 87
10-556-20
15
Decr 5th November

✓
No 1864 Dept.
Pro. of Govt for November
No 4730

Pro. of Govt in the
Genl. Railway
Dept.

Df 26 Oct/64
Recd 2 Nov.

85. No 691

Stating that Govt
is not prepared at present to
authorize the construction
of the road from Budaloot
northwards to Tricketapully,
Tanjore Dist.

No 93-94

With an order-
no 3177-4th Nov/64