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(2) Date of repair 28. 11. 67

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1882	Press Mis.
500-509	
Dated 24- 6	1867.

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department,
24th June 1867

No. 508. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 11th June 1867, No. 174 :—

1. I have the honour to forward, for the information of Government, a letter addressed to me by the Agent of the Great Southern of India Railway, on the subject of the proposed extension of the Railway from Caroor or Trichinopoly to Madura and Tuticorin—(G. O. No. 1,482, dated 16th May 1867).

2. The Agent is prepared to take early measures for the prosecution of the necessary surveys, should Government be pleased to authorize the measure, and to sanction a monthly expenditure of Rupees 1,249 for Survey Establishment. I would recommend that the sanction applied for may be granted, pending the receipt of instructions from the Secretary of State, which may be expected within a period of six months from this date. I would also recommend that the same course may be adopted in regard to charging this expenditure as was ordered for the survey from Madura to Tuticorin in 1862, namely, that the Great Southern of India Railway "Company will now provide the funds for the surveys in question out of their guaranteed capital. If they should hereafter undertake the section specified, the expenses of the survey will be borne by the capital raised for that line. If they should not undertake it, the existing capital will remain charged with the amount of these expenses."—(Secretary of State's Despatch, dated 5th July 1861.)

3. With reference to the inquiry of the Agent, as to whether both routes from Trichinopoly and Caroor to Madura should be surveyed, I would beg to observe that Government in their Order No. 205, dated 16th March 1861, decided that in the event of the extension being resolved on, they would cause both lines to be carefully surveyed, and accurate returns taken of the traffic passing on them. I would, however, recommend that a cursory examination of the country along both routes may be made in the first instance, as I apprehend that the preference will have to be given to the line on which the largest amount of traffic can be calculated as likely to arise, rather than to that which may be considered best on purely engineering grounds.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 4th June 1867, No. 2,310

1. I have the honour to acknowledge receipt of Government Order No. 1,482, of 16th ultimo, relative to an extension of the Railway system in the Madras Presidency

2. With reference to your request that I should communicate with my Directors with a view to timely authority being obtained for the necessary survey of the country between Madura and the existing Railway, you will see from the attached paper that I have already received instructions from the Secretary to move in this matter.

3. The Chief Engineer informs me he will shortly be able to set aside his staff for the purpose of undertaking a trial survey, and I shall feel obliged by your obtaining the sanction of Government to my starting this work directly it can be put in hand. The cost thereof to be at first limited to an expenditure of Rupees 1,249 as under—

Assistant Engineer's pay and allowances	Rupees 686
Sub-Assistant Engineer do	281
Engineering Assistant	150
Apothecary	50
Six Peons and Lascars	42
Extra Lascars, coolies, &c, &c	60

4. Upon the Secretary of State's sanction being obtained for the construction of the Southern extension, the cost of this survey to be transferred to the capital account of that extension.

*Proceedings of the Madras Government, Public Works Department,
24th June 1867.*

5 Looking to the future, and considering the remarks contained in paragraph 5 of your report to Government, I wish to be informed if Government would wish, when this trial survey is started, for the two routes, Caroor to Madura and Trichinopoly to Madura, to be surveyed, in order that when a decision has to be given as to the point of junction to be adopted, information as to both routes may be available.

Extract from the Secretary's letter to the Agent, No 107, dated 10th April 1867.

I enclose copy of a letter from Mr Bruce, suggesting the propriety of our now asking sanction to employ the staff, when released from their present work, upon the survey of the line from Madura northwards, to a junction with the present line near Caroor. This was submitted at the Board yesterday, but the Directors thought that in place of making the application directly, (Mr. Danvers was of opinion that it would not be granted at present,) they could bring it forward with greater weight if the suggestion came from your side, backed, if possible, by Government approval. Can you get this, or, failing that, the official recognition of the importance of the southern scheme to Tuticorin by the several District Collectors and others, whose opinions may be thought to carry weight. Is there any Chamber of Commerce at Tuticorin, or other public bodies either there or at Madura, Dindigul, or other considerable places along the projected route, whom you could move to present Memorials for the extension to their neighbourhood of Railway communication.

From G B BRUCE, Esq., to H W NOTMAN, Esq., dated Great Southern of India Railway Company Engineer's Office, 4th April 1867

1 In 1862 the Board obtained permission from the India House to employ the Engineers in a preliminary survey of the country between Madura and Tuticorin, and the selection of the course the Railway should follow between those two towns

2 The survey and section, with a report by Mr. Carr, were sent Home in the end of 1862, but no action was taken upon it owing to the decision which was then come to, to proceed first with the line between Trichinopoly and Erode. This extension will be opened throughout about September, and I would suggest, for the consideration of the Board, whether some of the Engineers who will then, if not sooner, be at liberty, might not be employed in completing the survey north from Madura to the junction with the existing line near to Caroor? The line from Caroor to Tuticorin is all that remains to complete the system of Railways for which the concession was originally granted by the Government, and when made, will provide Southern India with all the main Railway accommodation which it will be likely to require for many years to come.

No. 509. ORDER THEREON, 24th June 1867, No. 1,832.

RAILWAY, No. 37.

Southern of India Railway from Caroor or

* Rupees 1,249 per mensem

the manner suggested in paragraph 2 of the Consulting Engineer's letter.

2. His Excellency in Council agrees with Colonel Anderson in considering that a cursory examination should, in the first instance, be made of the country along the alternative lines from Caroor and Trichinopoly to Madura.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

No. 2330

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM.

1867

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

I have the honor to acknowledge receipt of Government Order No. 1832 of 16th ultimo, relative to an extension of the Railway system in the Madras Presidency.

With reference to your request that I should communicate with my Directors with a view to the timely authority being obtained for the necessary survey of the country between Madura and the existing Railway, you will see from the attached paper that I have already received instructions from the Secretary to proceed in this matter.

The Chief Engineer informs me he will shortly be able to let access his staff for the purpose of undertaking a trial survey, and I shall feel obliged by your obtaining the sanction of Government to my starting this work directly it can be put in hand. The cost thereof to be at first limited to an expenditure of Rupees.

Yapied 1249 ad miter
 Assistant Engineer's pay and allowances \$ 666.00
 Sub Assistant Engineer " " 281.00
 Engineering Assistant " " 150.00
 Apothecary " " 50.00
 6 Pons and Lascard " " 122.00
 Extra Lascard, loaded &c. &c. " 60.00

Upon the Secretary of State's sanction
 being obtained for the construction of the Southern
 extension, the cost of this survey to be transferred
 to the Capital account of that Extension.

Looking to the future and considering
 the remarks contained in para 5 of your report
 to Government, I wish to be informed if Government
 would wish, when this trial survey is started, for
 the two routes Carro to Macara and Tachana
 to Macara, ^{to be} ~~being~~ surveyed; in order that when a
 decision has to be given as to the point of junction
 to be adopted, information as to both routes may be
 available.

I have the honor to be
 Sir,
 Yours most obedt. servt.
 William Dethlefsen
 Agent

29 2207/67

Extract from the Secretary's letter to the
 Agent No. 107 dated 10 April 1867

I enclose copy of a letter from Mr. Bruce
 suggesting the propriety of our now asking sanction
 to employ the staff, when released from their present
 work, upon the survey of the line from Macara
 northward to a junction with the present line
 near Carro. This was submitted at the Board
 yesterday but the Directors thought that in place
 of making the application directly (Mr. Darnley
 was of opinion that it would not be treated at
 present) they could bring it forward with greater
 weight if the suggestion came from your side -
 backed if possible by Government approval. Can
 you get this, or feeling that the official recognition
 of the importance of the Southern scheme to the
 nation by the several District Collectors, and
 others whose opinions may be thought to carry
 weight. Is there any Chamber of Commerce at
 Guayaquil or other public bodies either there, or
 at Macara, Dursifal, or other considerable places
 along the projected route whom you could move to
 present Memorials for the extension to their
 neighbourhood of Railway Communication.

Copy of letter referred to

East Southern of Guayaquil Railway Co.
 Engineer's Office
 11 April 1867

Dear Sir
 In 1862 the Board obtained permission
 from

from the Lucia House to employ the Engineers
in a preliminary survey of the country between Ma-
moura and Khartoum and the selection of the
Course the Railway should follow between
those two towns.

The Survey and Section with a report
by Mr. Carr were sent home in the end of 1862
but no action was taken upon it owing to the
decision which was then come to, to proceed first
with the line between Ficksburg and Ersoe.
This extension will be opened throughout about
September and I would suggest for the consideration
of the Board whether some of the Engineers who
will then if not sooner be at liberty might not
be employed in completing the Survey & earth from
Mamoura to the junction with the existing line near
Khartoum? The line from Khartoum to Suvacon is
all that remains to complete the system of Railway
for which the concession was originally granted by
the Government and when made will provide Southern
Lucia with all the main Railway accommodation
which it will be likely to require for many years to
come.

Yours faithfully

J. B. Bruce

Henry W. Watson Esquire

From
The Agent
H. V. I. R.
To
The Consulting Eng.
for Railways

1867
Dated 15th Dec
Received 10th Jan

1st 2201/67.
Regarding extension
of the line to Madras
& places.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 174

From
Lieut. Colonel J. C. Anderson R. E.
Consulting Engineer for Railways,

To

Colonel C. A. P. R. E.

Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to forward
for the information of Government a
letter addressed to me by the Agent of
the Great Southern of India Railway on
the subject of the proposed Extension of
the Railway from Arcot or Trichinopoly
to Madras and Puttur (G.O. No. 1482
dated 16th May 1867.)

The Agent is prepared to
take early measures for the prosecution of
the necessary surveys should Government
be pleased to authorize the measure, and
to

to sanction a monthly expenditure of
Rupees 1249 for Survey Establishment.
I would recommend that the sanction
applied for may be granted, pending the
receipt of instructions from the Secretary
of State, which may be expected within
a period of six months from this date.
I would also recommend that the same
course may be adopted in regard to carrying
this expenditure as was ordered for the
Survey from Madras to Indico in 1862;
namely that the Great Southern of India
Railway Company will now provide the
funds for the Survey in question out of
their Guaranteed Capital. If they should
hereafter undertake the route specified,
the expenses of the Survey will be borne
by the Capital raised for that line. If
they should not undertake it, the existing
Capital will remain charged with the
amount of these expenses (Secretary of
States Despatch dated 5 July 1861).

With

3. With reference to the enquiry
of the Agent as to whether both routes
from Indico to Madras and (Caroor to Madras)
should be surveyed, I would beg to ob-
serve that Government in their order
No. 205 dated 16 March 1861 decided
that in the event of the Extension
being resolved on, they would cause
both lines to be carefully surveyed and
accurate returns taken of the traffic
passing on them. I would however
recommend that a cursory examination
of the country along both routes, may
be made in the first instance, as I
apprehend that the preference will
have to be given to the line on which the
largest amount of traffic can be exhibited.

as

Public Works Department
1882
1882

Under date the 24th June 1867

From The Consulting Engineer
for Railways. -

(Here enter No. 174 dated 11th June 1867)

* No 1249 St. James

His Excellency in Council
agrees with Col. Anderson
in considering that a cursory
examination should, in the

Leifur Jonsson Liebert, Col. Pacl. P.E.
Consulting Engineer for R.R.

189 18th Street, S.W. - P. 110-1115
 1 17th Street, S.W. - 393
 1 10th Street, S.W. - 341-255
 1017 11th Street, S.W. - 385-326
 1017 11th Street, S.W. - 385-326

RAILWAY DEPARTMENT.

From

**The Consulting Engineer
for Railways,**

To

**The Secretary to Government,
Public Works Department,
Fort Saint George.**

Dated *H^c* } June 1867.
Received *13*.

No. 134-
Sutton: R ✓

From reading in
 letter from the speaker
 I have been aware of the
 1-17 on the subject of
 the proposed alterations
 of the B. & O. Co.
 in the
 1882. 21st June 1867

o. Matruo
11 June
1867

e: 17 June/67, Oct. 1971

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(11)

first instance, be made of
the country along the alternative
lines from Caron & Tachinipoly
to Madura.

P. W. 186 . Department.

No.

PROCEEDINGS OF GOVERNMENT.

Dated

11/6

The Engrs for Railways.

Recd 25/6/67

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625A 527
Pub: Works 1867 Depart^{re}

Pro of Govt. for Anne

No. 1882

Pro: of the Madras Govt.

D^d 24th June 1867

JCA 183/68

Sanctioning, conditionally, the entertainment of an establishment for the surveying of the Proposed Extension of the G. I. S. Railway from Carvor or Trichinopoly to Madurai and Tuticorin.

No. 508-509

C. 175 June 16 1868. 14th