

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT

G.O. No.	115
Dated	15

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 30th March 1858.

No. 86. Read the following letter from Colonel C. E. FABER, Chief Engineer ; to H. FORBES, Esq., Acting Secretary to Government, dated 20th March 1858, No. 8292.

SIR,

I have the honor to state in reply to Extract Minutes Consultation No. 438 of the 12th March 1858, that I fully concur with the Consulting Engineer to Government in the opinion that as a measure supported only on the grounds assigned by the late Military Board, it is premature and inexpedient to construct a branch Rail between Vellore and the local Railway station.

2. I would also beg leave to draw attention to the fact that when it was recommended that this branch should be laid down, no attempt appears to have been made to support the project, by drawing a comparison between the cost of constructing and working the Rail, and the cost of the present carriage of the country for stores from the Railway to Vellore. In my humble opinion this omission indicates that the scheme was laid before Government in a crude form, and before it had been duly and fully matured. Independently of the doubt as to whether the branch would have been remunerative, even if the Rails had cost the Honorable Court nothing (which is far from being the case) I cannot but think that a strong objection exists in the interference it would have exercised with the operations of the Department Public Works.

3. In respect to the twelve miles of light Rail proposed to be made available for the purpose, I must ask the Government to do me the favor of observing how little I can be made responsible for the efficiency of the Department I have the honor to preside over, if the stores, which under the support of Government I may obtain from the Honorable Court for the professional Officers of the Department, are liable to be thus appropriated for very different purposes, and at the suggestion of those, who having taken no part in obtaining the Plant have not even applied for information as to what inconvenience or injury might be occasioned to the Public service by withdrawing Rails furnished to the Chief Engineer on his Indent.

4. In point of fact those light Rails were in 1856, very much required for the several purposes for which I procured them, and therefore so far from their presence being an argument in favor of the branch line being established, a very strong objection is to be found in the circumstance, that the condition of its construction is interference with the operations of the Department Public Works, and in November 1856, when the Military Board felt themselves at liberty without reference to myself to recommend the removal of the stores supplied on the Chief Engineer's Indent, there was every likelihood of the Rails being immediately required for distribution amongst the several District Engineers having large new projects to carry into execution.

5. I hope that the Government will not dissent from my respectful opinion that it forms a very great disadvantage on the present reception of the Public Work stores by the Officers of Ordnance, that on the mere circumstance of the storage and of the information thus obtained, applications are made direct to Government, whereby the carefully considered arrangements of many months are liable to interference and miscarriage.

No. 87. ORDER THEREON, No. 572 ; dated 30th March 1858.

Referred to the Financial Railway Department with reference to the Extract Minutes Consultation in that Department, dated 12th February 1858, No. 89.

(Signed) H. FORBES,
Acting Secretary to Government.

N^o 8292

Central Office of M.
Fort George
22nd March 1858.

From

The Chief Engineer.

To.

The Secretary to Government Road.

Sir,

I have the honor to state in reply to Extract Minutes Consultation N^o 438 of the 12th March 1858, that I fully concur with the Consulting Engineer to Government in the opinion that as a measure supported only on the grounds assigned by the late Military Board, it is premature and inexpedient to construct a branch rail between Villore and the local Railway station..

2 I should also beg leave to draw attention to the fact when it was recommended that this branch should be laid down, no attempt appears to have been made to support the Project, by drawing a comparison between the cost of constructing and working the rail, and the cost of the present carriage of the country for stores from the Railway.

to Vellore. In my humble opinion this omission indicated that the scheme was laid before Government in a crude form, and before it had been duly and fully matured. Independently of the doubt as to whether the branch would have been remunerative, even if the Rails had cost the Honble Court nothing (which is far from being the case) I cannot but think that a strong objection exists in the interference it would have exercised with the operations of the D. M. Work.

3 On respect to the twelve miles of light rail proposed to be made available for the purpose, I must ask the Government to do me the favor of observing how little I can be made responsible for the efficiency of the Department. I have the honor to preside over, if the stores, which, under the support of Government I may obtain from the Honble Court for the professional officers of the Department, are liable to be thus appropriated for very different purposes, and at the suggestion of those, who having taken no part in obtaining the Plan, have

In para 5 of Honorable Court's letter
No 46 dated 16th
December 1857

not even applied for information as to what inconvenience or injury might be occasioned to the public services by withdrawing rails, furnished to the Chief Engineer on his Indent.

4 In point of fact those light rails in 1836 very much required for the general purposes for which I procured them and therefore so far from their presence being an argument in favor of the branch line being established, a very strong objection is to be formed in the circumstance, that the condition of its construction is interference with the operations of the D. M. and in November 1856, when the Military Board felt themselves at liberty without reference to myself to recommend the removal of the stores supplied on the Chief Engineer's Indent, there was every likelihood of the rails being immediately required for distribution amongst the several District Engineers having large new projects to carry into execution.

5 I hope that the Government will not dissent from my respectful opinion that it forms a very great disadvantage on the present perception

of the P.M. stores by the Officers of Ordnance,
that on the mere circumstance of the
storage and of the information there ob-
tained, applications are made direct to
Government, whereby the carefully con-
sidered arrangements of many months are
liable to interference and misarrange.

I have the honor to be

Central Office of Mr.
Field George
20th March 1858

Sir
Your most obedt Servant
Wm. Smith Colonel

Wm. Smith
Chief Engineer

