

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

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

G.O. No. 64	Press
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Dated 19	18

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*Proceedings of the Madras Government, Public Works Department,
19th January 1869*

No. 330 Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coonoor, 17th December 1868, No. 165 —

1. In their Order No. 1,946, of 19th June, Government selected a certain site, marked C in the accompanying Survey, as that for the Chuttrums to be built at Beypore. The Order and Survey were communicated to the Collector of Malabar in Extract Proceedings of the Revenue Board, dated 11th August, but I was unable to identify the site when I visited Beypore and Calcut in September, as the Survey had not been made over to the Range Officer, as I had anticipated, from my own office not having been supplied with it. The omission having meanwhile been remedied, I examined the selected site in company with the Range Officer last month, and also in the company of the Resident Railway Engineer. On the same occasion I had an opportunity of identifying the site reported as fixed on for the Bazaar Latrine, which I have marked in pencil on the Survey, 150 feet from the road from the ferry to the station.

2. It is my duty to state that I consider site C objectionable, as having been reclaimed from the river only within the last three or four years, by the action of three small rough stone groynes thrown out under the sanction of G O, No 3,452, of 2nd December 1864, to save the coast road from being washed away. Its surface is only just, if at all, above the level of highest monsoon floods, and three or four feet lower than the adjoining Railway land, and to build on pure sand in such a locality with the high basements required, will involve very expensive additions to the sanctioned plans and estimates. And I must add, after hearing every argument that the Resident Railway Engineer could bring forward, that I am far from being convinced that the Railway authorities have done what they should to accommodate the public in this matter. The decision of Government has been given simply on the question whether sites A. and B could or could not be dispensed with by the Railway, and would or would not become nuisances to the hotel. I consider that their decision should be based on a survey including the whole of the Railway Company's grounds, and the strip of land between it and the shore. It will then be seen what a vast extent is unoccupied, so that a large acreage has been laid out as a public garden on the one side of the line, while another large space remains available between the line and river frontage, and if I mistake not, the entire space, including the old coast road, was originally Government property made over to the Railway; to return of portion of which for public purposes connected with the Railway, the Government have a fair right.

3. The urgent necessity of having Chuttrums at Beypore has been insisted on by the Railway Consulting Engineers, and their provision ordered by Government, in the face of strong opposition by the Collector. It strikes me that the cause of such urgent necessity has not been sufficiently inquired into, and that it might be obviated by other means than the construction of Chuttrums. A reference to the Railway time tables will show that only one 3rd class train runs daily between Beypore and Coimbatore, the arrival at and departure from the former station being 6 P. M. and 8-15 A. M., and as Beypore is a real terminus to no one's journey, it follows that enforced arrival at dark and departure at an early hour, at and from

*Proceedings of the Madras Government, Public Works Department,
19th January 1869.*

a station on the banks of a broad river inadequately provided with the means of crossing, render the provision of accommodation for 3rd class passengers adjacent to the Railway Station, a necessity. But I maintain that throwing open the trains leaving Beypore at 12-30 P. M. and arriving there at 1-30 P. M., would greatly obviate such necessity. Or the running of an intermediate 3rd class train at some convenient hours, between Beypore and Palghat only, might answer the purpose, if there were any valid objection to admitting 3rd class passengers to both trains now running.

4 At any rate, I would respectfully recommend that the entire question be again investigated by the Government with the Survey of all Beypore, and not of a small corner only, before them, and with report of the Railway Consulting Engineer as to the propriety of increasing the number of 3rd class trains with reference to it. And if no site be available in the Railway premises, I have, as a last alternative, to recommend that the Soldiers' Rest House, about to be vacated for the new encamping ground, be adapted and added to for a Native Chuttrum.

5 In conclusion, I would call attention to the original site alluded to in paragraph 4 of my letter printed with G. O., (in the Financial Railway Department,) No. 632, of 4th October 1864, as having been actually occupied for the purpose in view. And I would submit that, in selecting the site of the Bazaar Latrine an utter misconception of the original intention has been evinced, as will be seen by reference to the correspondence printed with G. O., (in the Financial Railway Department,) No. 150 of 7th March 1865, especially paragraph 4 of Captain Landsay's letter, No. 7, of 17th February 1865. It would be as well that his original site should be pointed out to Government in the Survey of Beypore, which I have requested them to call for, and the reasons for departing from it given.

No. 331. ORDER THEREON, 19th January 1869, No. 164.

CIVIL WORKS, No. 43.

Communicated to the Consulting Engineer for Railways, who will take steps for obtaining the more comprehensive Survey which Colonel Walker considers essential to a proper decision being arrived at on the question of the site for the proposed Chuttrum at Beypore, and will submit it to Government with such remarks as he may have to offer on the several points noticed in this letter.

*(True Extract)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways
,, Superintending Engineer, 7th Division
,, Revenue Department

Exd S T. Augustin

No. 165.

Superintending Engineer's Office 7th Div.
Coonoor 17th December 1868.

From

Colonel G. W. Walker R. E.
Superintending Engineer,
7th Division

To

Colonel C. A. Orr R. E.
Secretary to Government S. B. & C.
Madras.

Sir,

In their order No. 1946 of 19th June, Government selected a certain site marked C. in the accompanying Survey, as that for the Chuttrums to be built at Beypore.

The Order and Survey were communicated to the Collector of Malabar in Extract - Proceedings of the Revenue Board, dated 11th August; but I was unable to identify the site when I visited Beypore and Calicut in September, as the Survey had not been made over to the Range Officer as I had anticipated from my own Office not having been supplied with it. The omission having meanwhile been remedied I examined the selected site in company with the Range Officer last month, and also in the company of the Resident Railway Engineer. On the same occasion I had an opportunity of identifying the site reported as fixed on for the Bazaar Latrine, which I have marked in pencil on the Survey.

Enclosure
1 Survey

150 feet from the Road from the Ferry to the Station.

2. It is my duty to state that I consider site C objectionable as having been reclaimed from the River only within the last 3 or 4 years by the action of 3 small rough stone Groynes thrown out under the sanction of G.O. 1:3452 of 2nd December 1864, to save the Coast Road from being washed away. Its surface is only just, if at all, above the level of highest Monsoon floods, and 3 or 4 feet lower than the adjoining Railway land; and to build on pure sand in such a locality with the high basements required will involve very expensive additions to the sanctioned Plans and Estimates. And I must add after hearing every argument that the Resident Railway Engineer could bring forward, that I am far from being convinced that the Railway Authorities have done what they should to accommodate the public in this matter. The decision of Government has been given simply on the question whether sites A and B could or could not be dispensed with by the Railway and would or would not become nuisances to the Station. I consider that their decision should be based on a survey including the whole of the Railway Company's grounds, and the strip of land between it

and the Shore. It will then be seen what vast extent is unoccupied, so that a large acreage has been laid out as a public garden, on the one side of the line, while another large space remains available between the line and River frontage. And if I mistake not the entire space, including the old Coast Road, was originally Government Property made over to the Railway; to return of portion of which for public purposes, connected with the Railway, the Government have a fair right.

3 The urgent necessity of having Chuttrams at Brypoor has been insisted on by the Railway Consulting Engineers, and their provision ordered by Government, in the face of strong opposition by the Collector. It strikes me that the cause of such urgent necessity has not been sufficiently inquired into, and that it might be obviated by other means than the construction of Chuttrams. A reference to the Railway time tables will shew that only one 3rd Class Train runs daily between Brypoor and Coimbatore, the arrival at and departure from the former Station being 6 P.M. and 8.15 A.M. And as Brypoor is a real terminus to no one's journey, it follows that enforced arrival at dark and departure at an early hour, at and from a Station on the banks of a broad River inadequately provided with

the means of crossing, render the provision of accommodation for 3^d class Passengers adjacent to the Railway Station, a necessity.

But I maintain that throwing open the trains leaving Byspoor at 12.30 P.M. and arriving there at 1.30 P.M. would greatly obviate such necessity. Or the running of an intermediate 3^d class train at some convenient hours, between Byspoor and Palghat only, might answer the purpose, if there were any valid objection to admitting 3^d class Passengers to both trains now running.

4. At any rate I would respectfully recommend that the entire question be again investigated by the Government with the Survey of all Byspoor, and not of a small corner only, before them, and with Report of the Railway Consulting Engineer as to the propriety of increasing the number of 3^d class trains with reference to it. And if no site be available in the Railway Premises, I have, as a last alternative, to recommend that the ~~Soldiers~~ Post House about to be vacated for the New Encamping Ground be adapted and added to for a Native Chut. room.

5. In conclusion I would call attention to the original site alluded to in para 4 of my letter printed with G.O. in the Financial Railway Department.

75

Department) No. 632 of 4th October 1864, (as having been actually occupied for the purpose in view. And I would submit that in selecting the site of the Bazaar Station, an utter misconception of the original intention has been incurred, as will be seen by reference to the correspondence printed with G.O. (in the Revenue Department) No. 150 of 7th March 1865, especially para 4 of Captain Lindley's letter No. 7 of 17th February 1865. It would be as well that his original site should be pointed out to Government in the Survey of Byspoor which I have requested them to call for, and the reasons for departing from it given.

I have the honor to be
Sir

Yours Most Obedient Servant
C. Walker Colonel R.E.
Superintending Engineer P.O.

106/104

Under date the 19 Jan 1969
Read the following

From the highway of the
7" Drive (Here enter No 165 dated 17 Dec/68)

Communicated to
the Consulting Engineer
for Railways, who will
take steps for obtaining
the more comprehensive
survey which Colonel
Hather considers essential
to a proper decision being
arrived at on the question
of the site for the proposed
Chuttham at Baysore, and
will submit it to
Government with such
remarks as he may
have to offer on the

1000

227. 1888. 227. 227.
The Division (Army)
of the 495-7
from the 495-7
The 495-7
The 495-7

7th Division

To the Secretary of the

Ms. B. 1. 2

No. 165

Dated 17th 3rd Decem^r 1894
 Received 213
 Rs 164-19-1/2
 Enclosed are

Towards survey of the site for
 Churches at Bangor and
 recommends that the interior
 questions of building them with
 a view to increase the number
 of good st churches be again in-
 vestigated, and if other sites
 is not available, a decision
 that (none) may be adopted for
 a B. of the same.

330

22nd Dec 1880. 80th Jan 1881

14

Cue 4957
Govt. of Madras.

PUBLIC WORKS.

To the Consulting Eng^r.
for Railways

Dated

Recd

G. O. 19th Jan^y 1869 No 164

Nos. 330-331

Chattram at Belpur The Eng^r
Supt for Railways, requested to
submit, with his remarks, an
imprehensive survey of the site
for the proposed Chattram at
Belpur, Malabar Dist.

22nd Dec/68 R. 8th Jan/69