

(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.	812	Press
342-343		Mis.
Dated	18 3	1870.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th March 1870.*

No. 342. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th February 1870, No. 63 :—

In compliance with the instructions conveyed in the Order of Government, dated

To Agent, Madras Railway, No. 331, 22nd July 1869.	the 1st instant, No. 377, I have
From do. do. „ 381, 26th „ „	the honour to solicit attention to
	the enclosed correspondence as
To do. do. „ 339, 27th July 1869.	noted in the margin.
To do. do. „ 628, 13th Dec. „	
From do. do. „ 721, 14th „	2. The question of a road
From do. do. „ 30, 18th Jan. 1870,	between the points marked E. and
with enclosures.	F. upon the plan furnished by the

Collector, and alluded to by the Government in their previous Order, dated the 20th July 1869, No. 2,360, hinged altogether upon the proposed construction of a choultry and cart-stand at the point marked B; and it will be seen from the enclosed correspondence that on the 20th July 1869 the Agent of the Madras Railway addressed to the President of the Municipal Commissioners of Cuddapah a remonstrance against the construction of the cart-stand upon the proposed site, on the ground that it was in too close proximity to the Railway Station, and that, in the opinion of the Consulting Physician, the health of the Company's employés would suffer if the scheme were persisted in. It will be seen that for five months this remonstrance remained unnoticed, and that a final reply was not sent to the Agent until the 15th January 1870. So long as the construction of the choultry and cart-stand was uncertain, all questions connected with the proposed road from E. to F. necessarily remained in abeyance, and it will be apparent that no satisfactory reply could be sent from this office to the Order of Government dated the 20th July 1869. On the 11th December 1869 Mr. VansAgnew called my attention to the delay which had occurred in the settlement of the question, and in replying to him on the 14th idem I explained that the cause of the delay rested with the Municipal Commission, of which body he is President.

3. In order now to reply to the Order of Government, dated the 20th July 1869, No. 2,360, it is necessary for me to deal with two points :—

- (1.) The advisability of allowing a choultry and cart-stand to be erected at or near the point marked B. on the Collector's Map, and alluded to by him in paragraph 5 of his letter to the Board of Revenue, dated the 10th March 1869, No. 24.
- (2.) The construction of a road between the points marked E. and F., and the liability of the Madras Railway Company to bear the cost of the portion between B. and F.

4. When addressing the Board of Revenue on the 21st April 1869, I was not aware that on sanitary grounds there were any objections to the erection of a cart-stand at the point marked B. Within the last month I have had an opportunity of examining the site originally proposed for the purpose, and I have no hesitation in recording my entire concurrence with the Consulting Physician as regards the serious consequences which would in all probability follow if it were placed in such close proximity to the Railway Station. The foundations which were excavated are still visible, and I entertain no doubt that it would be most undesirable to erect

a cart-stand in that neighbourhood. The extract from the *Cuddapah Gazette*, dated the 30th October 1869, shows that the Members of the Municipality then held the same opinion; and I think that Mr. Vans Agnew must be mistaken when, in his

*No. 84, 18th December 1869.

letter* to the Agent, he states that it never

was intended to establish a cart-stand in

such close proximity to the Railway premises. I trust that the Government will recognize the absolute necessity of giving full weight to sanitary considerations before the site of the cart-stand is finally decided on by the Municipal Commissioners. The Consulting Physician to the Madras Railway Company is responsible for the sanitary condition of all the Railway Stations, and it seems to me that, in justice to him and to the Company's officials, his opinion should be taken upon the proposed site.

5. With regard to the road proposed between the points E. and F., I have already explained that its construction is entirely contingent upon the site which

† No. 381.

may be selected for the cart-stand.

From the Agent's letter,† dated the 26th

July 1869, it will be seen that the Railway authorities object to be called on to construct any portion of it. The Acting Chief Engineer also objected to the course of the proposed road, on the ground that it would cut off a part of the Railway compound; and he observed that "the construction of the new road would not "in any way mend matters, inasmuch as the existing road HIF. on the plan is "500 feet shorter than the proposed route HEBF." With reference to this last objection I must remark that Mr. Pinson is mistaken. The object of the proposed road was to give to the villages *south* of the line easy access to the station. At present, after crossing at F., carts have to go by IHE., a distance of 2,200 yards; whereas by the proposed new route carts would go direct from F. to B., a distance of 800 yards.

6. The Map which accompanied the Collector's letter is herewith returned.

No. 343.

ORDER THEREON, 18th March 1870, No. 812.

RAILWAY, No. 35.

THE Government observe that, with a view to remedy the inconvenience occasioned to cart traffic by the

closing of the road which crossed the Railway near the Cuddapah Station at the point marked with the letter C. on the plan furnished by the Collector, the Consulting Engineer, under the belief that it was in contemplation to form a choultry and cart-stand at B., proposed that the road which it would be necessary in that case to construct between E. and B. should be continued to F. It appears from the papers above recorded that the Railway Officers, as well as their Consulting Physician, consider it highly objectionable on sanitary grounds to establish a cart-stand so near the Railway premises as B., and Major Shaw Stewart, having recently had an opportunity of inspecting the locality, fully endorses this opinion. The Municipal Commissioners explain that there has been no intention of constructing the cart-stand at the spot indicated, and they propose to defer the selection of a site for the stand till a decision has been arrived at regarding the formation of a road between E. and F.

2. It appears, however, that, whatever may be the position of the cart-stand, the small piece of road from F. to B. will be required to give direct access to the station from the Railway crossing at F., and under these circumstances His Excellency the Governor in Council is of opinion that the road in question should be regarded as a necessary Railway feeder and should be constructed from Local funds.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

„ Revenue Department.

„ Board of Revenue.

„ Public Department.

Govt. of 18701 March

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR

RAILWAYS

Secy. to Govt.

Dated March, 1870,

Recd.

Encl.

G. O., 1870 March 1870, No 312

MARCH

Nos. 342-343

Recd.—Intimation given that a certain road to the Cuddapah Railway Station should be regarded as a necessary Railway feeder, and should be constructed from Local funds.

Railway Department. Consulting Engineer's Office.

No 63.

From

Major J. W. M. Shaw Stewart, R.E.,
Consulting Engineer for Railways.

To

Colonel C. A. Orr, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

In compliance with the instructions conveyed in the order of Government dated the 1st instant, No 377, I have the honour to solicit attention to the enclosed correspondence, as noted in the margin.

2. The question of a road between the points marked H and H' upon the plan furnished by the Collector, and alluded to by the Government in their previous order dated the 20th July 1869, No 2360, hinged altogether upon the proposed construction of a choultry and cart-stand at the point marked B; and it will be seen from the enclosed correspondence that on the 20th July 1869 the Agent of the Madras Railway addressed to the President of the Municipal Commissioners of Cuddapah a remonstrance against the construction of the cart-stand upon the proposed site, on the ground that

4 2
it was in too close proximity to the Railway station, and that, in the opinion of the Consulting Physician, the health of the Company's employes would suffer if the scheme were persisted in. It will be seen that for five months this remonstrance remained unnoticed, and that a final reply was not sent to the Agent until the 15th January 1870. So long as the construction of the choultry and cart-stand was uncertain, all questions connected with the proposed road from H to H' necessarily remained in abeyance, and it will be apparent that no satisfactory reply could be sent from

this Office to the order of Government dated the 20th July 1869. On the 11th December 1869 Mr. Vans Agnew called my attention to the delay which had occurred in the settlement of the question, and in replying to him on the 14th idem I explained that the cause of the delay rested with the Municipal Commission, of which body he is President.

3. In order now to reply to the order of Government dated the 20th July 1869, N^o 2360, it is necessary for me to deal with two

points,

- (1) the advisability of allowing a choultry and cart-stand to be erected at or near the point marked B on the Collector's map, and alluded to by him in paragraph 5 of his letter to the Board of Revenue dated the 10th March 1869, N^o 24,
- (2) the construction of a road between the points marked H' and V', and the liability of the Madras Railway Company to bear the cost of the portion

portion between B and D.

11. When addressing the Board of Revenue on the 21st April 1869, I was not aware that on sanitary grounds there were any objections to the erection of a cart-stand at the point marked B. Within the last month I have had an opportunity of examining the site originally proposed for the purpose, and I have no hesitation in recording my entire concurrence with the Consulting Physician as regards the serious consequences which would in

all probability follow if it were placed in such close proximity to the Railway station. The foundations which were excavated are still visible, and I entertain no doubt that it would be most undesirable to erect a cart-stand in that neighbourhood. The extract from the Cuddapah Gazette dated the 30th October 1869 shows that the members of the Municipality then held the same opinion; and I think that Mr. Vans Agnew must be mistaken when in his letter to the Agent he states that it never

N^o 84.
18th Dec. 1869

was intended to establish a cart-stand in such close proximity to the Railway premises. I trust that the Government will recognize the absolute necessity of giving full weight to sanitary considerations before the site of the cart-stand is finally decided on by the Municipal Commissioners. The Consulting Physician to the Madras Railway Company is responsible for the sanitary condition of all the Railway stations, and it seems to me that in justice to him and to the Company's Officials, his opinion should be taken

upon the proposed site.

5. With regard to the road proposed between the points P' and P'', I have already explained that its construction is entirely contingent upon the site which may be selected for the cart-stand. From the Agents' letter dated the 26th July 1869, it will be seen that the Railway Authorities object to be called on to construct any portion of it. The Acting Chief Engineer also objected to the course of the proposed road, on the ground that it would cut off a part of the Railway Compound:

N^o 381.

and he observed that "the construc-
"tion of the new road would not
"in any way mend matters, in as
"much as the existing road **HIF** on
"the plan is 500 feet shorter than the
"proposed route **HEBF**." With re-
"ference to this last objection I must
remark that Mr Pinson is mistaken.

The object of the proposed road was
to give to the villages South of the
line easy access to the Station.

At present, after crossing at **F**,
carts have to go by **THE**, a distance
of 2200 yards; whereas by the pro-
posed new route, carts would go
direct from **F** to **B**, a distance of

800 yards.

6. The map which accompa-
-nied the Collector's letter is herewith
returned.

I have the honour to be

Sir,

Madras

12th February 1870.

} your most obedient servant

~~Montgomery~~ Major, R.E.,

Consulting Engineer for Railways.

P.W. Dept
Pro. of Govt for March
From No 610

The Consulting Engineer
for Railways.

To

The Secretary to Govt
P.W. Dept

Dated 12th }
Recd 15 } Feb 17/70

No 63

G.W. 11

Submitting
correspondence regard-
ing the proposed con-
struction of a choultry
& cart stand at
Cuddalore.

No 812-18 March 1900.

No 342

28 Feb 1870. P.W. Dept

P.W. Department
No 812

Proceedings of the Madras Government.

Under date the 18 March 1900.

Read the following

From The Consulting Engineer
for Railways } H.E. No 63 of 12th February 1900

The Government Sir.
Perme that, with a view to remedy
the inconvenience occasioned
to cart traffic by the closing of
the road which crossed the Rail-
way near the Cuddalore Station
at the point marked with the
letter C on the plan furnished
by the Collector, the Engineer,
under the belief that it was
in contemplation to form a
choultry and cart stand at
B, proposed that the road
which it would be necessary
in that case to construct

between

R.
M.

between E and B should be continued to F. It appears from the papers above recorded that the Railway Officers, as well as their Consulting Physician, consider it highly objectionable on sanitary grounds to establish a Cart Stand so near the Railway premises as B, and Major Shaw Stewart having recently had an opportunity of inspecting the locality fully endorses this opinion. The Municipal Commissioners explain that there has been no intention of constructing the Cart Stand at the spot indicated, and they propose to defer the selection of

610
site for the stand till a decision has been arrived at regarding the formation of a road between E and F.

It appears, however, that whatever may be the position of the Cart Stand, the small piece of road from F to B will be required to give direct access to the station from the Railway Crossing at F, and under these circumstances His Excellency the Governor in Council is of opinion that the road in question should be regarded as a necessary railway feeder and should be constructed from Local Funds.

The Com. Engrs for Rly with
" Pub-Dep'ty of Railways
" W. J. P. R. S.
" Ret-Dep'ty of Railways
" Engrs. 13/3/70.
" Engrs. 13/3/70.

W. J. P. R. S.

Govt. of 1870 H.D. 111
PUBLIC WORKS.

The Consulting Engineer
for Railways

Dated

Recd.

G. O. B. 111-112

No. 112-113

Road Intimation from the
a certain road the Government
System should be regarded as
necessary Railway project
could be constructed from
the 112-