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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No.	2002	Press
369-341		Mis.
Dated	22-8	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
22nd August 1872*

Read the following letters —

No 369 From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 2nd August 1872, No. 408

WHEN sanction to the estimates for the Mettapollum Station was communicated to me, I was instructed by *Government to satisfy myself as to whether the location of the station buildings could not be somewhat altered, in order, if possible, to dispense with some portion of the masonry in the foundations and basements as shown in the plan

2 In communicating the sanction to the Agent I accordingly requested that, beyond the preparation of materials, nothing might be done towards the construction of the buildings until I had had an opportunity of inspecting their proposed location, which, as I mentioned, I hoped to be able to do in the course of a few days in the company of the Chief Engineer.

3 At the request of the Agent I have the honour to submit, for the consideration of Government, the correspondence* which passed between us on the occasion. When it is remembered that at the date of my first letter to the Agent I had arranged to accompany the Chief Engineer over the Neilgherry Branch, and that the proposed location of the buildings at the Mettapollum Station was examined by us, on the ground, upon the 24th ultimo, I trust the Government will consider that most of the remarks made by the Chief Engineer in his letter to the Agent, dated the 18th idem, were uncalled for and unnecessary

4 The result of my inspection of the Mettapollum Station I have reported in my letter of this date, No 409.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 15th July 1872, No 556

I HAVE the honour to inform you, with reference to your letter dated the 29th May 1872, No 365, that the Government of Madras have received intimation by telegram from the Government of India to the effect that sanction has been accorded to the estimates for the Mettapollum Station.

2. I have received instructions from the Government to satisfy myself, before the commencement of the buildings, as to whether it would not be possible so to arrange the buildings as to dispense with some portion of the great height which has been given in the plans to the foundations and basements

3 I hope to have an opportunity of inspecting the station site in the company of the Chief Engineer before the end of this month. Beyond collecting materials, etc, I request that nothing may be done towards the construction of the buildings for the present

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 18th July 1872, No 507.

THE contents of your letter No 556, dated the 15th instant, were duly communicated to the Chief Engineer, and I have now the honour to enclose, for submission to Government, a copy of a letter* received this morning from Mr Anderson, in which he explains the course adopted with

* No 343, 18th July 1872

*Proceedings of the Madras Government, Public Works Department,
22nd August 1872.*

reference to proposed new works on this Railway, and points out the delay which has attended the sanctioning of the plans and estimates relating to the Mettapollium Station

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 18th July 1872, No 342

Consulting Engineer's letter No 556 of 15th instant

THE course adopted with reference to proposed new works on this Railway is as follows —

Rough plans and estimates of the proposed works are submitted for the information of the Government Consulting Engineer at a Meeting of the Stores Committee. The plans and estimates are examined by the Consulting Engineer, and a full discussion usually takes place as to their merits. After having been agreed to at Committee fair copies are made and submitted for the sanction of Government.

2 I find that the plans for the Mettapollium Station were submitted for discussion at the Stores Committee held on the 5th February 1872. Having passed through this ordeal, fair copies were forwarded for the information of Government on the 17th February.

3 On the 30th April I was requested to attend at the Council Chamber, when, amongst other matters, the plan of the Mettapollium Station-house came under discussion, and certain trifling alterations were suggested. These were at once agreed to, and on the 23rd May I submitted the necessary revised plans and estimates.

4. It was surely not unreasonable to expect that after all this criticism nothing further was to be expected beyond formal sanction to commence the work, and yet on the 15th instant, or more than five months from the date of the first discussion upon these plans, the Government Consulting Engineer writes as follows —

"I have received instructions from the Government to satisfy myself, before the commencement of the buildings, as to whether it would not be possible so to arrange the buildings as to dispense with some portion of the great height which has been given in the plans to the foundation and basements.

"I hope to have an opportunity of inspecting the station site, in the company of the Chief Engineer, before the end of this month. Beyond collecting materials, etc., I request that nothing may be done towards the construction of the buildings for the present."

5 It is not after this fashion that important public works are successfully carried out.

6 While most freely admitting that the Government have a right to demand the fullest criticism of my plans, I submit that such criticism should not be postponed until the eleventh hour. It was open to the Government Consulting Engineer to have objected to the depth of the foundations of the Mettapollium Station any time during the past five months, when such objection would not have interfered with the commencement of a work already far too long delayed.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 29th July 1872, No 599

With reference to my letter dated the 15th instant, No 556, I have the honour to inform you that I had the pleasure of inspecting the Mettapollium Station ground during last week in the Chief Engineer's company, and that I am satisfied that no better arrangement of the station buildings could be made than is set forth in the plans. I informed Mr Anderson of this at Coimbatore, and I beg that the buildings may be proceeded without further delay.

No. 370 From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 2nd August 1872, No. 409.

I HAVE the honour to submit the following observations upon the progress of the works under construction along the Neilgherry Branch Line, which I inspected last week in company with the Chief Engineer of the Madras Railway Company.

*Proceedings of the Madras Government, Public Works Department,
22nd August 1872.*

2. This branch, as the Government are aware, strikes off from the South-West Line of the Madras Railway at the bridge over the Noyel river, which is about three-quarters of a mile to the north-east of the junction station at Pothanore. Between Pothanore and the Noyel bridge a second line of rails has been laid down, so that the traffic on the branch can be worked without the possibility of interfering with the main line traffic.

3 Between the Noyel bridge and the Coimbatore station the line is almost finished; in fact, with the exception of some ballasting and some stone pitching where it passes through the Coimbatore tank, scarcely any work remains to be done. Engines for ballasting purposes have frequently passed over this part of the line, and so far back as the 13th June His Excellency the Governor was conveyed in a special train from Pothanore to a temporary platform erected to the south of the Coimbatore station site.

4. Between the Coimbatore and Karamadi stations, a distance of $17\frac{1}{2}$ miles, the earthwork is very nearly completed, and the rails are now laid continuously along the whole of this part of the line, with gaps at the girder bridges, the iron work for which has not yet been received. A good deal of ballasting still remains to be done on this portion.

5 From the Karamadi station to the terminus at Mettapollium, a distance of $4\frac{1}{2}$ miles, the work is not so far advanced. The line here passes over a sharply undulating country, presenting a succession of small ridges at right angles to its general direction, and rendering a good deal of earthwork necessary in cuttings and embankments. In the cuttings there is generally a fair proportion of rock to be removed. The work is however making good progress along the whole of this portion of the branch.

6. The condition of the larger bridges on the line, seven in number, I found to be as follows —

At 5 miles 20 chains — Two 64 feet girder openings. The masonry of the two abutments and of the pier is completed, and ready to receive the girders.

At 5 miles 68 chains — Four 64 feet girder openings. The masonry of the two abutments is completed. In this bridge the piers are to consist of screw piles. This work had just been begun at the time of my visit, and great difficulty was experienced in getting the piles down to the required depth.

At 6 miles 46 chains — Three 30 feet girder openings. The masonry of the two abutments is completed. In this bridge also the piers were intended to consist of screw piles, but the difficulty experienced in getting the piles down has been unexpectedly great, and it is now proposed to substitute masonry piers, the cost of which will be less than that of the piles.

At 10 miles 11 chains — Two 64 feet girder openings. The masonry of the abutments is completed. The pier is in progress.

At 11 miles 7 chains — Four 64 feet girder openings. The masonry in this bridge is almost completed.

At 12 miles 3 chains — Two 64 feet girder openings. The masonry in this bridge is almost completed.

At 19 miles 4 chains — Four 64 feet girder openings. With the exception of one pier, which has not risen much above the river bed, the masonry in this bridge is almost completed.

7 Most of the minor bridges are well advanced. On the south section most of them are finished, and ready to receive the girders. On the north section, owing to the greater height of the embankments, most of the small bridges are designed with arches, and have made very fair progress. The most backward masonry works on the line are two 12 feet arches within a mile of the terminus at Mettapollium. Of these, one had not been commenced at the time of my visit and the foundations of the other had not been laid.

8 The work at the Coimbatore station has not yet made much progress. Sanction was only received at the end of June. The platform wall is however nearly finished, and the foundations of both station-house and goods shed have been excavated and the masonry commenced.

The Tudialoor station is finished.

The Karamadi station is also finished with the exception of some of the watering arrangements.

The Mettapollium station had been sanctioned only a few days before my visit, and beyond collecting some of the material nothing had there been done.

In accordance with the instructions which I received from Government,* I made a special examination of the arrangement proposed for the buildings in this station; with a view to decide whether by any alteration in their location it would be possible to dispense with some portion of the foundations and basements as shown in the plan. In my opinion every possible advantage has been taken of the natural features within the station enclosure, and no better arrangement of the buildings can be made than is proposed in the sanctioned plans. No part of the buildings will stand upon made-ground; the station house will be placed where the rails lie on the surface, and the goods shed will be in a slight cutting.

9. So far as I could see, nothing has yet been done towards the construction of the short approaches required to the Tudialoor, Karamadi, and Mettapollium stations. It would be well that these short connecting roads should be constructed before the opening of the branch. At the Mettapollium station it seemed to me that the proposed line of the approach might be considerably improved upon, and I hope to address Government on this point in a few days.

10. Aloe fences have been already planted along the greater part of the line, and they seem to be for the most part in a thriving state. In some places, where the surface is black cotton soil, the mound on which the aloes are planted has been placed too near the trench from which the soil is taken; and, as the result of this, I noticed that the mound has been often carried back by the rain into the trench.

11. In general the work along the whole of this line is very good, and does great credit to the Resident Engineer, Mr. Scott, and his Assistant, Mr. French. The masonry in particular is of an admirable quality, both in the bridges and in the stations.

12. The opening of the line to public traffic must depend almost entirely upon the date when the girders are received from England. It is far from likely that they will be received much before the end of the year, and by that time the whole of the bridges along the line will be ready to receive them. The Coimbatore Station will probably be finished by the end of the year, and the Mettapollium station soon afterwards.

No. 371.

ORDER THEREON, 22nd August 1872, No. 2,002.

RAILWAY, No. 61.

THE Governor in Council has received with satisfaction the Consulting Engineer's report on the good progress made with the Neilgherry Branch Railway and the thoroughly satisfactory nature of the works on it, especially the masonry.

2. His Excellency the Governor in Council does not deem it necessary to notice the tone of Mr. B. Anderson's remarks on the delay which occurred in the grant of permission for the commencement of work at the Mettapollium Station. Much of the delay in question, for which, however, the Government are responsible, might have been avoided, and it is scarcely a matter for surprise that an officer of the Railway Company sincerely interested in his work should protest against a delay which he not unnaturally considered to be uncalled for.

3. Further report will in due course be made of the foundations eventually laid down for the bridge at 5 miles 68 chains and 6 miles 48 chains.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Railway Deptt

Cons: Engineer's Office

10556.
To the Agent and Manager
Madras Railway Company
Sirs

I have the honour to
inform you with reference to
your letter dated the 29th May 1922
No 565, that the Government of
Madras have received information
by telegram from the Government of
India to the effect that sanction
has been accorded to the estimates
for the Mettupalaiam station.

2. I have received
instructions from the Government
to satisfy myself, before the
commencement of the buildings,
as to whether it would not be
possible so to arrange the buildings

as to dispense with some portion
of the great height which has
been given in the plans to the
foundations and basements.

I hope to have an
opportunity of inspecting the station
site in the company of the Chief
Engineer, before the end of this
month. Beyond collecting
materials, &c. I suggest that
nothing may be done towards the
construction of the buildings for the
present.

I have the
honour to sign
Yours faithfully
J. H. Shaw Stewart, R.E.
Agent and Manager of the M.R. Co.

W. H. Stewart
Agent and Manager of the M.R. Co.

Cons: Engineer for Railways

No.

Fr

To

Sir,

The contents of your letter No. 556
dated the 15th instant were duly commu-
nicated to the Chief Engineer and I have
now the honour to enclose for submission
to Government a copy of a letter received
this morning from Mr. Anderson in which
he explains the course adopted with
reference to proposed new works on the
Railway, and points out the delay which
has attended the sanctioning of the
Plans and Estimates relating to the
Metropolitan Station.

I have the honour to be
Your most obedient Servant
J. H. Shaw Stewart
Agent and Manager

MADRAS RAILWAY.

AND MANAGERS' OFFICE

Madras, 18th July 1872

J. H. Shaw Stewart, Esq.
Agent and Manager of the M.R. Co.

South Col. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways

P. H. 3782/7

CP 342

MADRAS Railway Company
Chief Engineer's Office
Madras 18 July 1872

The Agent and Manager,

Dear Sir,

Consulting Engineer's letter No 556 of 15 instant
The course adopted with reference
to proposed new works on this Railway is as
follows.

Rough plans and estimates of the
proposed works are submitted for the
information of the Government Consulting
Engineer at a meeting of the Stores Committee.
The plans and estimates are examined by
the Consulting Engineer, and a full discus-
sion usually takes place as to their merits.
After having been agreed to at Committee,
fair copies are made and submitted for the
sanction of Government.

I find that the plans for the
Mettrapolitan Station were submitted for
discussion at the Stores Committee held
on the 5th February 1872. Having passed
through this order, fair copies were
forwarded for the information of Govern-
ment on the 17th February.

On the 30th April I was requested
to attend at the Council Chamber, when,
amongst other matters, the plan of the
Mettrapolitan Station house came under
discussion, and certain trifling alterations

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated 18 July 1872.
Recd 19 July 1872.
No 507

Remains copy a letter
received from Mr.
Anderson of the
Engineering & the
Company adopted with ref-
erence to proposed new
works in this Railway.

were suggested. There were at once agreed to and on the 23rd May I submitted the necessary revised plans and estimates.

4. It was surely not unreasonable to expect that after all this criticism nothing further was to be expected beyond formal sanction to commence the work; and yet on the 15th instant, or more than five months from the date of the first discussion upon these plans, the Government Consulting Engineer writes as follows:

"I have received instructions from the Government to satisfy myself, before the commencement of the buildings, as to whether it would not be possible to arrange the buildings as to dispense with some portion of the great height which has been given in the plans to the foundation and basements."

"I hope to have an opportunity of inspecting the station site, in the company of the Chief Engineer, before the end of this month. Beyond collecting materials, &c. I request that nothing may be done towards the construction of the buildings for the present."

5. It is not after this fashion that important public works are successfully carried out.

6. While most freely admitting that the Government has a right to demand the fullest criticism of my plans, I submit that such criticism

should not be postponed until the eleventh hour. It was open to the Government Consulting Engineer to have objected to the depth of the foundations of the Chittapalliem Station any time during the past five months, when such objection would not have interfered with the commencement of a work already far too long delayed.

Yours faithfully,
H. P. Beverford Anderson,
Chief Engineer.

True Copy

H. P. Anderson
Agent & Manager

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

No. 408.

From

Lieut Colonel G. W. Walker R.E.

Consulting Engineer for Railways.

To

Colonel G. W. Walker R.E.

Secretary to Government,

Public Works Department,

Fort, Saint George.

SIR,

When sanction to the estimates for the Metropolitan station was communicated to me, I was instructed by Government to satisfy myself as to whether the location of the station buildings could not be somewhat altered, in order if possible to dispense with some portion of the masonry on the foundations and basements, as shown

Memorandum
No 101 dated
10 July 1912.

Per 4/12/12

Per 6/12/12

P. H. 3982/12

shown in the plan.

2. In communicating the suggestion to the Agent, I accordingly requested that, beyond the preparation of materials, nothing might be done towards the construction of the buildings until I had had an opportunity of inspecting their proposed location, which as I mentioned I hoped to be able to do in the course of a few days, in the company of the Chief Engineer.

3. At the request of the Agent, I have the honour to submit for the consideration of Government, the correspondence which passed between us on the occasion.

When

Letter to Agent
No 556 7/15 July 1872
From Agent No 507
7/18 July 1872
with enclosures.
To Agent No 599
7/29 July 1872.

When it is remembered that at the date of my first letter to the Agent I had arranged to accompany the Chief Engineer over the Keilgherry branch, and that the proposed location of the buildings at the Mettapolliam station was examined by us, on the ground, upon the 24th ultimo, I trust the Government will consider that most of the remarks made by the Chief Engineer in his letter to the Agent dated the 18th idem, were unavailing and unnecessary.

4. The result of my inspection of the Mettapolliam station I have reported in my letter.

Railway Deptt Cons Engineer's Office

To No 599

The Agent and Manager
Madras Railway Company

Sir,

With reference to my letter dated the 15 instant, No 556, I have the honour to inform you that I had the pleasure of inspecting the Mettapolliam station ground during last week, in the Chief Engineer's Company, and that I am satisfied that no better arrangement of the station buildings could be made than is set forth in the plans. I informed Mr Anderson of this at Coimbatore, and I beg that the buildings

letter of this date, No 409.

I have the honour to be,

Yours most obedient servant
Madras 2^d August 1872
J. B. Stewart Esq. Secy to Govt.

Cons Engineer for Railways

Copy to Mr. Anderson

From The Consulting Engineer for Railways,
To The Secretary to Government, P. W. Department, Fort Saint George.
Dated 2nd Aug 1872.
Recd 5th Aug 1872.
No. 408.
J. B. Stewart Esq. Secy to Govt.
Mettapolliam Station
No 2892-22 Aug 1872

RAILWAY DEPARTMENT.
1872.

Mr. Anderson
Coimbatore
No 3782.

buildings may be proceeded with
without further delay.

I have &c

Madras (Signed) J. G. M. Shaw Stewart Esq. R.E.
29 July 1872

Cons. Eng. for Railway
(True Copy)

Maintenance Esq. R.E.

Cons. Eng. for Railway

1872 July 29/1872
J. G. M. Shaw Stewart Esq. R.E.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

From

No. 409.
Lieut Colonel J. G. M. Shaw Stewart Esq. R.E.

To

Colonel L. W. Walker. R.E.

Consulting Engineer for Railways,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honor to
submit the following observations
upon the progress of the works
under construction along the Sulphery
branch line, which I inspected
last week in company with the
Chief Engineer of the Madras
Railway Company.

2. This branch, as the
Government are aware, strikes off
from the South-West line of the
Madras Railway at the bridge over
the

the Noyel River, which is about three-quarters of a mile to the North-East of the junction station at Pothanore. Between Pothanore and the Noyel bridge a second line of rails has been laid down, so that the traffic on the branch can be worked without the possibility of interfering with the main line traffic.

3 Between the Noyel bridge and the Coimbatore station the line is almost finished; in fact, with the exception of some ballasting, and some stone pitching where it passes through the Coimbatore tank, scarcely any work remains to be done. Engines for ballasting purposes have

23
have frequently passed over this part of the line; and so far back as the 13th June, His Excellency the Governor was conveyed in a special train from Pothanore to a temporary platform erected to the South of the Coimbatore station site.

4 Between the Coimbatore and Harimadi stations, a distance of $17\frac{1}{2}$ miles, the earth-work is nearly completed; and the rails are now laid continuously along the whole of this part of the line, with gaps at the girder bridges, the ironwork for which has not yet been received. A good deal of ballasting still remains to be done on this portion.

5 From the Karamadi station to the terminus at Mettapolliam a distance of $4\frac{1}{2}$ miles, the work is not so far advanced. The line here passes over a sharply undulating country, presenting a succession of small ridges at right angles to its general direction, and rendering a good deal of earthwork necessary in cuttings and embankments. In the cuttings there is generally a fair proportion of rock to be removed. The work is however making good progress along the whole of the portion of the branch.

6 The condition of the larger bridges on the line, seven in number, I found to be as follows:-

at

At 5 miles 29 chains. Two 64 feet girder openings. The masonry of the two abutments and of the pier is completed, and ready to receive the girders.

At 5 miles 68 chains. Six 64 feet girder openings. The masonry of the two abutments is completed. In the bridge the piers are to consist of screw piles. This work had just been begun at the time of my visit, and great difficulty was experienced in getting the piles down to the required depth.

At 6 miles 46 chains. Three 30 feet girder openings. The masonry of the two abutments

is

is completed. In this bridge
also the piers were intended
to consist of screw piles, but
the difficulty experienced in
getting the piles down has
been unexpectedly great, and
it is now proposed to sub-
stitute masonry piers, the
cost of which will be less than
that of the piles.

At 10 miles 11 chains.
Two 64 feet girder openings.
The masonry of the abutments
is completed. The pier is in
progress.

At 11 miles 7 chains.
Two 64 feet girder openings.
The masonry in this bridge is
almost completed.

at

At 12 miles 3 chains. Two
64 feet girder openings. The
masonry in this bridge is
almost completed.

At 19 miles 4 chains.
Two 64 feet girder openings.
With the exception of one pier
which has not been much
above the river bed, the
masonry in this bridge is
almost completed.

7 Most of the minor
bridges are well advanced. On
the south section most of them are
finished, and ready to receive
the girders. On the north section,
owing to the greater height of the
embankments, most of the small
bridges

bridges are designed with arches,
and have made very fair progress.
The most backward masonry works
on the line are two 12-foot arches
within a mile of the terminus
at Mettupalaiam. Of these, one
had not been commenced at the
time of my visit, and the foundations
of the other had not been laid.

The work at the
Coimbatore station has not yet
made much progress. Sanction
was only received at the end of
June. The platform wall is,
however, nearly finished, and the
foundations of both station-house
and goods-shed have been excav-
ated, and the masonry commenced.

The Gudialoor station is
finished

finished.

The Karamadi station is
also finished, with the exception
of some of the watering arrangements.

The Mettupalaiam station
had been sanctioned only a few
days before my visit, and beyond
collecting some of the material,
nothing had then been done.

In accordance with the instructions
which I received from Government

Memorandum
No. 1113 of 11 July 1892.

I made a special examination of
the arrangement proposed for the
building in this station, with
a view to decide whether by any
alteration in their location it would
be possible to dispense with some
portion of the foundations and
basements, as shown in the plan.

In

In my opinion every possible
advantage has been taken of the
natural features within the
station enclosure, and no better
arrangement of the buildings can
be made than is proposed in
the sanctioned plans. No part
of the buildings will stand upon
made ground: the station house
will be placed where the rails
lie on the surface, and the goods
shed will be in a slight cutting.
As far as I could
see, nothing has yet been done
towards the construction of the
short approaches required to the
Gudalur, Karamadi, and Mettappallium
stations. It would be well
that these short connecting roads
should

31
should be constructed before the
opening of the branch. At the
Mettappallium station it seemed
to me that the proposed line of
the approach might be considerably
improved upon, and I hope
to address Government on this
point in a few days.
The fences have been
already planted along the greater
part of the line, and they seem
to be for the most part in a
thriving state. In some places,
where the surface is black cotton
soil, the mound in which the
aloes are planted has been
placed too near the trench from
which the soil is taken; and
as

as the result of this I noticed
that the mound was been after
carried back by the road into
the trench.

In general, the work
along the whole of the line
is very good, and does great
credit to the Resident Engineer,
Mr. Scott, and his Assistant,
Mr. Sweeney. The masonry in
particular is of an admirable
quality, both in the bridges
and in the stations.

The opening of the line
to public traffic must depend
almost entirely upon the date
when the girders are received
from England. It is far from
likely

likely that they will be received
much before the end of the year
and by that time the whole
of the bridges along the line
will be ready to receive them.
The Coimbatore station will
probably be finished by the
end of the year, and the
Metropolitan station soon
afterwards.

Madras
2nd August
1872

I have the honor to be,
Sir,
Your most obedient servant,
W. H. M. Stewart
Cons. Eng. for Railway

regrets to find that in connection with the inspection recorded in it, an unpleasant correspondence has arisen with the Chief Engineer of the Madras Railway in consequence of the Consulting Engineer having requested that pending his visit nothing might be done towards the construction of the Metropolitan Station beyond the collection of materials.

Sanction for that building was com-
municated by the Govt of India in

18
H. S. in Council does
not deem it necessary
to return the time of
the B. Anderson's arrival
as the delay which
occurred in the front
of permission for the
commencement of work
at the West Plains
Station. Much of the
delay in fact, for
which, however, the former
are responsible, might
have been avoided and
it is nearly a matter for
surprise that an officer
of the Railway Company
primarily interested in
his work should protect
against a delay which
he not immediately
wished to see
warrantable for

The above expresses
my view of the merits
of this case. The
papers it appears were
detained by the Government
for nearly two months
and a half, I trust

longer, and their not
length the sanction of
two Lords of which was
required the Railway
authorities were what to
despised opinion was
I can just understand
the Admiralty's annoyance
and though it is always
a matter to me with jealousy
I cannot think but it
is a case for removal.
The course taken by (Charles)
Walker in this matter
appears to me not quite
regular. He never answers
back to the Admiralty
Communications the Admiralty
from the Govt. of India,
appears to have been written
by him in his capacity of
Chief Engineer (which)
was an erroneous
mode of procedure. The
Admiralty was addressed to
the Secretary of Govt. and
if any order was necessary
with reference to it, they
should have been issued
in the name of the Govt.
and not in the name of the
Chief Engineer.

I feel bound to add that I entirely disapprove of the language of those papers in the draft which I have

Telegram of the 6th July
on forwarding which was
on the 8th idem the
Chief Engineer of the
Public Works Department
requested that attention
might be given to
some of the basements
which had struck
him as unusually
high when he saw
the plans, an im-
pression that was
confirmed when he
visited the site in
passing through on
his way to the Hills.

Colonel Walker
has explained that

he was not present ^{mixed with the pencil}
at the Council Chamber
his meeting alluded
to by Mr. Anderson
and only saw the
Plano when forwarding
them for the sanction
of the Govt of India.
at which time he care-
fully avoided calling
attention to the point
which attracted his
own notice concerning
it. It is a matter easily
remedied afterwards
if necessary and not
worth delaying sanction
his subsequent action
it was that provoked
from Mr. Anderson
an expression of

*It is unnecessary to say
anything at all in
reference to the
note of the late
Mr. Anderson's remarks,
I would write as
Mr. Whitcomb
proposes.
I am compelled to
express my regret
concerning with
Mr. Whitcomb in
regard to the phraseology
of certain papers
in the Draft*

A.A.

petulance of which His
Excellency the Governor
in Council feels sure
he will feel ashamed
on reflecting of the little
real cause for such
an exhibition of
feeling.

It would not
be worth taking notice
of, but for indications
that this state of over-
sensitiveness is be-
coming chronic;
and His Excellency
the Governor in
Council must
place on record that
from whatever cause
it may arise it is

is not legitimately attributable to the action or language of the officers of Govt. whom he must accordingly support in the exercise of their duty. In the present case Lieutenant Col. Shaw Stewart communicated sanction on the 15th July, and on the 27th informed Mr. Anderson that he was at liberty to proceed with the work, which will be completed long before it can be used for traffic. The Agent and Chief Engineer of the Madras Railway will

do well to bear in mind that it is to their own folly in presuming to demur to the orders of the Govt. of India respecting enquiry from other Railway Companies as to their capability of supplying girders from spare stock to save delay in obtaining them from England, that several precious months were lost, a delay which they have not very generously attributed entirely to the action of the Govt. of India.

as if such action on
the part of the privy
council powers were
not fully within its
scope and to be respect-
fully accepted ^{by officers} in their
position.

Further report
will in due course
be made of the founda-
tions eventually
laid down for the
bridge at 5 miles 68
chains and at 6 miles
46 chains.

G.M.W.

10
This paragraph, I think
may stand.
A.P.

Sept 43
N: 2002
Proceedings of the Madras Government.
Under date the 22nd August 1872
Read the following
from the Comd^g Engrs for
Railways
from 2nd — 2nd
Here enter No 408 of 22nd Aug 72
Here enter " 409 of 22nd —

The Governor in Council
has received with satisfaction
the Consulting Engineer's Report
on the good progress made
with the Kelyberry branch
Railway & the thoroughly
satisfactory nature of the
works on it: especially the
masonry.

As the Governor in
Council does not deem it
necessary to notice the tone
of Mr B. Anderson's remarks
on the delay which occurred
in the grant of permission
for the commencement of
work at the Madras Railway
Station. Much of the delay

in question for which, however,
the Government are responsible,
might have been avoided,
and it is scarcely a matter
for surprise that an officer
of the Railway Company
sincerely interested in his
work should protest against
a delay which he not
unnaturally considered to
be uncalled for.

Further report will
in due course be made
of the foundations eventually
laid down for the bridge
at 5 miles 68. Charnis and
at 5 miles 48. Charnis
G.W.

Dec 16/12

Concise for Rys.

Dec 28/12

C/23782 & 3784

Govt. of 1872 Madras.

PUBLIC WORKS. ✓

To the Consulting Eng^r for
Railways

Dated

Recd.

Fr. 1 4

G 022 Sept. 12. S 2002.

Nos. 369 & 371

Pilgherry branch of the
Madras Railway. Copying
orders on letters from the
Chief Eng^r regarding on the pro-
gress of the works on the
Pilgherry branch line
concerning to advise the Chief
Engineer's remarks on the
delay which occurred in the
want of permission for the
commencement of work at
Metapallem Station.

Recd 16 Sept 72