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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	198	Press
4094410,		Mis.
Dated	21-1-18	73.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st January 1873.*

Read the following letters:—

No. 409. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th November 1872, No. 652.

With reference to the Order of Government, dated the 25th ultimo, No. 2,518, upon the subject of the site proposed for the passenger terminus of the Carnatic Railway, I have the honour to submit the accompanying letter* from the Company's Agent, in which Mr. Fisher deals with the objections which have been raised against the proposal.

* No. 641, dated 26th November 1872.

2. With regard to the inconvenience to street traffic which is apprehended from the proposed location of the terminus, I beg to refer the Government to the Resolution of the Municipal Commission, whose duty it is to guard jealously against interference with the interests of the public. Their Resolution is recorded in the Proceedings of Government to which I am now replying; and, with reference to the proposed over-bridge at Sydenham's Road, it will be seen that they approve of the design, and that, in their opinion, ample provision is made for the traffic. As regards the proposed over-bridge at Whannell's Road, the Municipal Commission have suggested certain modifications of the Railway Company's proposals, which, in my judgment, are decided improvements, though I still adhere to the opinion that the traffic along Whannell's Road is not sufficient to justify the cost of an over-bridge.

3. As regards the General Hospital, I think that all apprehensions of its inmates being inconvenienced by the proposed terminus are groundless. The distance between the two buildings will be nearly 300 yards, more than double the distance of the Madras Railway Terminus from the hospital; and as the Carnatic Terminus will be due west from the hospital, there is no possible danger of the sea-breeze being obstructed at any time of the year.

4. As regards the apprehended inconvenience to the Railway Company, I can add but little to what has been urged by the Agent. It may, however, be mentioned that the plot of ground near the Penitentiary is large enough to accommodate the new passenger terminus of the Madras Railway—a building far larger than will be required by the Carnatic Company, with its narrow gauge and smaller rolling stock.

5. As regards the blocking up of an existing open space, I beg to draw attention to the remarks made in paragraph 9 of the Agent's letter. I agree with Mr. Fisher in the opinion that no site suitable for the terminus could be selected which would be as free from objection on the score of interference with the populous parts of the town as is the site advocated by him.

6. The distance between the alternative sites for the passenger station has hitherto been spoken of as about three-quarters of a mile; but I now understand that it has been proposed to locate both the passenger and goods termini to the west of the Orphan Asylum, and if this proposal were carried out, the passenger terminus would be placed at least $1\frac{1}{2}$ miles from the site advocated by the Railway

Authorities. The bulk of the passenger traffic will, of course, come from the lowest classes of the public, to whom an additional distance of $1\frac{1}{2}$ miles is a very serious consideration; and, on this ground, I cannot too strongly deprecate the proposal to locate the passenger terminus to the west of the Asylum. Upon this point, the experience of the Madras Railway has taught us many costly lessons; and I believe that this question of $1\frac{1}{2}$ miles will most materially affect, for good or ill, the passenger traffic between Madras and Sydapet, Saint Thomas' Mount, etc., from which great returns are expected by the Company.

7. I beg to enclose two drawings for the consideration of the Government; one showing the general arrangement of the proposed terminus, and the other the position which the building will occupy upon the site.

8. With regard to the estimate which has been called for showing the cost of land and compensation and road diversions to be paid by Government, I beg to observe that the preparation of such a return will take a very considerable time. To enable the Government to judge of the comparative cost of the various proposals, it will be necessary to prepare three estimates: the first showing the cost under these heads if both termini are placed near the Asylum; the second, if the Railway Company's proposals are carried out; and the third, if the Municipal Commission's suggestions are accepted. To prepare these estimates would occupy a professional Surveyor for a long time, and I trust that His Excellency in Council will not deem it necessary to insist on having them before coming to a decision. Both the Municipal Commissioners and the Railway Agent have recorded their opinions that the location of the two termini near the Asylum would entail a larger outlay under the head of compensation than would be necessary if the Penitentiary site were selected for the passenger terminus; but I respectfully beg that the question at issue may be decided upon broader grounds, and that the passenger terminus may be placed in the position where it will be of the greatest permanent advantage to the mass of the public, irrespective of any small economy in initial cost in one direction or the other.

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 26th November 1872, No. 641.

With reference to the Government Order, No. 2,518, dated the 25th October 1872, and to the interviews which we had the honour to have last evening with His Excellency the Governor and several other gentlemen on the ground proposed as our passenger station site, and in compliance with His Excellency's request which you conveyed to me, I respectfully submit the following further observations upon this subject.

2. The Government in their order under reference, while admitting many of the advantages which the Penitentiary site undoubtedly possesses, appear to have entertained the impression that inconvenience will be caused to the street traffic, to the General Hospital, and to the Railway Company themselves, and further that the blocking up of the locality is objectionable, while its area is too restricted to meet the probable future requirements of the Company.

3. Upon all these points I humbly think that the Government attach an importance which they do not really possess, and that they are not such as should induce them to withhold their sanction to the most central site that can be provided for the terminus of a railway which is intended, and I hope destined, to accommodate so large a proportion of the population of the Presidency.

4. As regards the street traffic, I venture to remind you that the Municipal Commissioners at their meeting held on the 30th August last "fully approved" of the suggestions made by their Executive Engineer in his report, dated 29th idem, which states, in paragraph 4, "the proposed work would effect a great improvement;" and again, in Clause 3 of paragraph 1, alluding to the removal of the old buildings at the corner of Sydenham and Poonamallee Roads, "it will give a straight sketch of road at a point where there is very great traffic, and will remove the only objectionable feature in this otherwise magnificent road from Fort St. George to the western suburbs of Madras," and they further, in submitting the report in question for the favourable consideration of Government, "strongly recommended its adoption on public grounds."

5. It would appear from this that the Commissioners of the Municipality, one of whose special duties I take it is to guard the interests of the public in respect of the street traffic, do not view with alarm the Company's proposals, and when it is remembered that by our arrangements the street traffic from the Pantheon and river side roads, on the one hand, and the Poonamallee road, on the other, will be provided with two good roads just at its most crowded part, instead of only one as at present, that the width of the over-bridge proposed to be erected is greater by several feet than either the Hospital Bridge or Law's Bridge, and that the grades of the approaches to it will be easier than in either of those cases, I cannot but think that the inconvenience which Government fear will never really be felt.

6. With respect to the inconvenience to the General Hospital, which it is supposed will be occasioned, I feel some difficulty in submitting observations upon this matter, being utterly at a loss to conceive what the inconvenience which is feared can possibly be; the station will be a greater distance from the hospital than the Madras Railway Company's Station; instead of approaching directly opposite its full front as in that case, our station will be opposite the west end of the hospital only, and between the two, in addition to the road leading to St. Mary's Bridge and Cochrane's Canal, there are some buildings and a considerable space of ground within the hospital compound, so that I have no hesitation in affirming that the patients in the hospital cannot be disturbed either by the sight or sound of our arriving and departing trains, which you are aware will be of a very much lighter character than those of the Madras Railway Company immediately opposite, our proposed building being some 300 yards distant and on the leeward side.

7. With respect to the alleged inconvenience to the Railway Company themselves, by the separation of the passenger terminus from the spare sidings for the rolling stock, I trust I may be excused for expressing a view decidedly different from that of the Government. I think you will agree with me in the opinion that wherever the passenger station is placed, it will be necessary to have a shed and spare sidings separate and apart from the station; it would, in my judgment, be improper to make the passenger station large enough to store away all the carriages which will be required for the equipment of the line, but which are not in daily use; a building of a different and less costly character would suffice for such a purpose, and must be provided, in which carriages may be lifted for the purpose of examining the axle-boxes and doing other small cleaning and repairing jobs such as it is not necessary to send them into the shops to have done; if the passenger station is placed on the Male Asylum site, accommodation of this character would probably not be found much nearer to the terminus than if placed at the Penitentiary, so that I do not apprehend the slightest inconvenience to the Company on this ground.

8. As regards the restricted area available for the extension of the railway premises, I have already expressed to you my opinion that the ground proposed to be occupied is quite capable of being laid out so as to admit of the efficient discharge of the terminal duties connected with a traffic quite as large as can be carried over a railway consisting of a single line only of narrow gauge; in fact, far more than that, and I am of opinion that should the traffic grow to such an extent as to render an enlargement of the premises necessary, the Government of that period, whoever may live to see it, will readily sanction arrangements by which it might be considerably enlarged; but before that day comes I think the Government may fairly contemplate the doubling of the line.

9. With respect to the blocking up of the existing open space, I trust when the Government re-consider this question they will no longer feel it to be objectionable in the circumstances; when it is remembered that on the north there is the large open space, the People's Park; on the east, but one building, the General Hospital, between it and the sea; on the south-east the whole extent of the island, and on the south and south-west the Napier Park and Cooum River, I think it must be admitted that no site could have been selected whereon the building could be placed with less obstruction to the ventilation of the surrounding neighbourhood; and which in this case our operations will improve rather than otherwise by the removal of the dirty old buildings and their surroundings on the opposite side of the road.

10. With respect to the cost of land and compensation, as you are aware I have not at my command any information to enable me to submit an estimate. I may remark, however, that I am of opinion that, leaving out of the question the value of the houses to be removed near Sydenham and Poonamallee Roads, the compensation for the land to carry out our proposal will not be so great as the cost of the additional land and houses near the Male Asylum site; and it will be conceded, I think, that the value of the improvement by the removal of the houses referred to will quite compensate for the outlay.

11. I will only further venture to remark that while I think it will be a great inconvenience to the 3rd class passengers (the bulk) to have to walk from one station to the other if placed at a distance of three-fourths of a mile apart, and who will not have the benefit of horse transit, the tolls to be received for the use of this little extra length will render it as profitable an outlay as any portion of the undertaking.

No. 409A. From the Chairman, Chamber of Commerce, to the Secretary to Government, Public Works Department, dated Madras, 7th December 1872.

THE Chamber have learnt from an Order of Government, which has appeared in the local newspapers, that His Excellency the Governor in Council is of opinion that the arrangement proposed for locating the passenger station of the Carnatic Railway between the Penitentiary and the river will not be accompanied by any advantage adequately compensating for the extra cost and inconvenience which its adoption would entail, and that His Excellency has deferred passing final orders on the question regarding the terminal site until the promoters of the Penitentiary project have been afforded an opportunity of answering the objections raised by the Government.

2. It does not appear to have been brought to the notice of the Government that in July of last year the Agent and Manager and Chief Engineer of the Carnatic Railway Company personally consulted the Chamber on the subject of the sites for the passenger and goods stations, and that the Committee of the Chamber pointed out—to quote from their report of the interview to the Members of the Chamber—that “the nearer the Carnatic Company could bring the goods station to the goods station of the Madras Railway Company at the Salt Cotaurs to the north of the People's Park, the better it would be for the mercantile community. They deprecated the necessity of breaking bulk and of employing carts for the transfer of goods from one goods station to the other, and they urged that the experience of the Madras Company showed the disadvantage that results in the long run from the location of stations on sites inconvenient to those who most

frequent them. The land in the neighbourhood of the Salt Cotaurs being of little value and of large area, the Carnatic Company ought to be able to obtain as large a site as they require without in any way inconveniencing the Madras Railway Company, and there was no risk therefore of any clashing of interests, such as is said to be frequently the case in joint-stations of very limited space in London and elsewhere. It was also proposed by the Committee that the passenger station should be near the Salt Cotaurs. The Committee further suggested that with a view to avoiding a trace through the town, which must in any case entail no small destruction of house property, and the depreciation of compounds to be traversed, it might be well for the Company to give Vepery a wide berth, by approaching the town by way of Perambore. The circuit would be necessarily longer than the more direct route proposed, but it was probable that as far less compensation would have to be paid to landlords ‘en route,’ the cost of the line would not be increased very greatly.”

3. To these opinions, I have the honour to inform you, the Chamber still adhere. The advantages of the Salt Cotaurs' site for the terminal station of the Carnatic Railway include the facility with which goods could be transferred from the Carnatic to the Madras lines (rails being laid to connect the two), and the convenience arising from the traffic of the two railways with the beach being in one direction. From past experience the Chamber conclude that if the Carnatic Company do not now build a station near the Salt Cotaurs, they will desire to do so as soon as the inconvenience of the Penitentiary have been forcibly demonstrated. It is observed that no great interchange of passenger traffic between the two lines is expected in Madras, as they will communicate more directly *via* Arcunum; but I am desired to submit that it would be a pity to bring the Carnatic Railway to a halt within a mile of the goods station of a line which would link it to the railway system of Northern India. Moreover, if the new Central Station of the Madras Railway is found to answer expectations, it seems to the Chamber that an arrangement by which passenger trains of the Carnatic Railway could conveniently be run into this station will ere long be called for. With a station at the Penitentiary this would be impossible, or nearly so; whereas if the suggestion for a station near the Salt Cotaurs, now made by the Chamber, be carried out, such arrangements could be made without difficulty. The Madras Railway, with its Administrative Department at Royapooram, its Traffic Department at John Pereira's, its Goods Department at the Salt Cotaurs, and its Locomotive Department at Perambore, affords a notable example of the necessity for guarding against initial errors in the localization and accommodation of the staff of a railway; and the Chamber would be glad to learn that the Carnatic Company have profited by the costly experience of its neighbour.

4. The papers forwarded to the Chamber with the Order of Government, dated the 27th ultimo, are herewith returned.

No. 410. ORDER THEREON, 21st January 1873, No. 198.

RAILWAY, No. 45.

In their letter of the 7th December the Chamber of Commerce assume that their proposals for locating the termi-

*Proceedings of the Madras Government, Public Works Department,
21st January 1873.*

terminus of the Carnatic Railway Company at the Salt Cotaurs have not been brought to the notice of Government.

2. These proposals however were fully discussed in the papers printed with G. O., No. 3,030, of 30th November 1871, which will now be communicated to them and to the Press. His Excellency the Governor in Council is not of opinion that the advantage to be expected from not breaking bulk or employing carts in the transfer of goods from one station to the other, anticipated by them, is likely to be such as in any way to counterbalance the engineering and other objections brought forward by Messrs. Dibblee and Fisher. Through goods from south to north, or vice versa, will for the most part take the direct line to Arconum, those that do not will in any case be transferred to carts for removal to merchant's godowns, where they will lie sometime before being forwarded.

3. The route that would have to be taken, *via* Perambore to the Salt Cotaurs site, has, moreover, been proved by the late floods to be most objectionable as to level. Altogether the Government are of opinion that the object proposed to be attained by the Chamber of Commerce in their selection of site, namely, the linking of the Carnatic Railway with the Railway system of Northern India, will be better attained by completion of the link between Chingleput and Conjeveram.

4. It remains now to decide whether a separate passenger terminus shall be conceded at the Penitentiary site. And considering that the Municipality have waived all objection to it on the score of obstruction to existing traffic (augmented as it doubtless will be by the railway itself and by the tramways lately sanctioned) caused by the over-bridges which it will be necessary to construct, His Excellency the Governor in Council is pleased to direct that the necessary ground and portion of road for carrying out the proposal of the Municipality be conceded.

5. It is remarked that a sum of Rupees 50,000 has been entered in the Railway Budget Estimate of 1872-73 in view to this concession.

6. The ground to be made over to the Civil Orphan Asylum will include a triangular portion east of its present boundary and north of Whannel's Road. And the Collector of Madras will be instructed in the Revenue Department, while making the necessary valuation of property, to include in it the whole of the cultivation south of the proposed new road.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Chairman of the Chamber of Commerce.
" Consulting Engineer for Railways.
" Revenue Department.

Exd. S. T. Austin.

No. 652
Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 652

FROM

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

TO

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the
Order of Government dated the
25th ult., No. 2518, upon the
subject of the site proposed for
the passenger terminus of the
Carnatic Railway, I have the honour
to submit the accompanying letter
from the Company's Agent in which
Mr. Fisher deals with the ob-
jections which have been raised
against

7. to 64, 1 dated
26. November
1872.

against the proposal.

2. With regard to the inconvenience to street traffic which is apprehended from the proposed location of the terminus, I beg to refer the Government to the Resolution of the Municipal Commission, whose duty it is to guard jealously against interference with the interests of the public. Their Resolution is recorded in the Proceedings of Government to which I am now replying; and, with reference to the proposed overbridge at Sydenham Road, it will be seen that they approve

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of the design, and that in their opinion ample provision is made for the traffic. As regards the proposed overbridge at Whannell's Road, the Municipal Commission have suggested certain modifications of the Railway Company's proposals, which in my judgment are decided improvements; though I still adhere to the opinion that the traffic along Whannell's Road is not sufficient to justify the cost of an over-bridge.

3. As regards the General Hospital, I think that all apprehensions of its inmates being inconvenienced

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1 by the proposed terminus
2 are groundless. The distance
3 between the two buildings will
4 be nearly 300 yards; more than
5 double the distance of the Madras
6 Railway terminus from the
7 Hospital; and as the Carnatic
8 terminus will be due west
9 from the Hospital, there is no
10 possible danger of the sea breeze
11 being obstructed at any time
12 of the year.

13 4. As regards the
14 apprehended inconvenience to
15 the Railway Company, I can add
16 but little to what has been
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5. As regards the
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space, I beg to draw attention to
the remarks made in paragraph
9 of the Agent's letter. I
agree with Mr. Fiskes in the
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for

for the terminus could be selected which would be as free from objection on the score of interference with the populous parts of the town as is the site advocated by him.

6. The distance between the alternative sites for the passenger station has hitherto been spoken of as about three quarters of a mile; but I now understand that it has been proposed to locate both the passenger and goods terminus to the west of the Orphan Asylum; and if this proposal were carried out, the passenger terminus

terminus would be placed at least $1\frac{1}{4}$ miles from the site advocated by the Railway authorities. The bulk of the passenger traffic will of course come from the lowest classes of the public, to whom an additional distance of $1\frac{1}{4}$ miles is a very serious consideration; and on this ground I cannot too strongly deprecate the proposal to locate the passenger terminus to the west of the Asylum. Upon this point the experience of the Madras Railway has taught us many costly lessons; and I believe

believe that this question of $1\frac{1}{4}$ miles will most materially affect, for good or ill, the passenger traffic between Madras and Sydapett, Saint Thomas' Mount, ~~from~~ from which great returns are expected by the Company.

7. I beg to enclose two drawings for the consideration of the Government; one showing the general arrangement of the proposed terminus, and the other the position which the building will occupy upon the site.

8. With regard to the estimate which has been called for,

for, showing the cost of land, and compensation, and road diversions to be paid by Government, I beg to observe that the preparation of such a return will take a very considerable time. To enable the Government to judge of the comparative cost of the various proposals, it will be necessary to prepare three estimates; the first, showing the cost under these heads if both termini are placed near the Ayheri; the second, if the Railway Company's proposals are carried out; and the third, if the Municipal Commissioners

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in initial cost in one direction
or the other.

I have the honour to be,
Sir,

Your most obedient servant

Wm. Henry Smith Col. R. E.

Cons. Engineer for Railways

Madras
27th November
1872

Examined by
J. Campbell Esq.

No 641. ... 26th November 1872

From S. J. Fisher Esq.
Agent & Manager
Carnatic Railway Co.

To
Lieut. Col. J. H. M. Shaw Stewart R. E.
Consulting Engineer
for Railways

Sir,

With reference to the Government Order No 2518 dated the 25 October 1872 and to the interviews which we had the honor to have last evening with H. E. the Governor and several other Gentlemen on the ground proposed as our Passenger station site, and in compliance with His Excellency's request which you conveyed to me, I respectfully submit the following further observations upon this subject.

2. The Government in their order, under reference while admitting many of the advantages which the Penitentiary site undoubtedly possesses, appear to have entertained the impression that inconvenience will be caused to the street traffic, to the General Hospital, & to the Railway Co. themselves, and further that the blocking up of the locality is objectionable while its area is too restricted to meet the probable future requirements of the Co.

3. Upon all these points I humbly think that the Govt. attach an importance which they do not really possess, and that they are not such

Dec 25 1872

Dec 25 1872

RAILWAY DEPARTMENT.

From 1872
No 584

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 27th November 1872.

Recd. 27th Nov 1872

See 1. & 2. hand.

1872-23
Submitting
Remarks: a letter for
the Agent & Manager
of the Carnatic Railway
Company, Limited, for
the purpose of
obtaining a license
for the Penitentiary
site.

which as should induce them to withhold their sanction to the most central site that can be provided for the terminus of a Railway which is intended & I hope destined to accommodate so large a proportion of the population of the Presidency.

4 As regards the street traffic I venture to remind you, that the Municipal Commissioners at their meeting held on the 30 Augt last "fully approved" of the suggestions made by their Executive Engineer in his report dated 29th Idem, which states in para 14 "the proposed work would effect a great improvement" and again in clause 2 of para 1 alluding to the removal of the old buildings at the corner of Sydenham & Ponnammallee Roads, "it will give a straight stretch of road at a point where there is very great traffic, and will remove the only objectionable feature in this otherwise magnificent road from Fort St. George to the Western suburbs of Madras" and they further in submitting the report in question for the favorable consideration of Govt., "strongly recommended its adoption on public grounds."

5 It would appear from this that the Commissioners of the Municipality one of whose special duties I take it is to guard the interests of the public in respect of the street traffic do not view with alarm the Govt. proposals, & when it is remembered that by our arrangements the street traffic from the

the Pantheon River side roads on the one hand and the Ponnammallee Road on the other will be provided with two good roads just at its most crowded part, instead of only one as at present, that the width of the new Bridge proposed to be erected is greater by several feet than either the Hospital Bridge or Laws Bridge and that the grades of the approaches to it will be easier than in either of those cases I cannot but think that the inconvenience which the Govt. fear will never really be felt.

6 With respect to the inconvenience to the General Hospital which it is supposed will be occasioned, I feel some difficulty in submitting observations upon this matter, being utterly at a loss to conceive what the inconvenience which is feared can possibly be. The station will be a greater distance from the Hospital than the Madras Railway Co's station, instead of approaching directly opposite its full front as in that case, our station will be opposite the west end of the Hospital only, and between the two in addition to the road leading to St. Mary's Bridge and Cochrane's Canal, there are some buildings and a considerable space of ground within the Hospital compound, so that I have no hesitation in affirming that the patients in the Hospital cannot be disturbed either by the sight or sound of our arriving and departing trains, which you are aware will be of a very much lighter character than those of the Madras Ry.

6. immediately opposite our proposed building, being some 300 yards distant on the leeward side.
7. With respect to the alleged inconvenience to the Railway Co. themselves, by the separation of the Passenger terminus from the spare sidings for the rolling stock, I trust I may be excused for expressing a view decidedly different from that of the Govt. I think you will agree with me in the opinion that whenever the Passenger station is placed it will be necessary to have a shed and spare sidings separate and apart from the station; it would in my judgement be improper to make the Passenger station large enough to store away all the carriages, which will be required for the equipment of the line, but which are not in daily use; a building of a different & less costly character would suffice for such a purpose, and must be provided, in which carriages may be left for the purpose of examining the axle boxes and doing other small cleaning and repairing jobs such as it is not necessary to send them into the shops to have done. If the Passenger station is placed on the Male Asylum site, accommodation of this character would probably not be found much nearer to the terminus than if placed at the Penitentiary, so that I do not apprehend the slightest inconvenience to the Co. on this ground.

As

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8. As regards the restricted area available for the extension of the Railway premises I have already expressed to you my opinion that the ground proposed to be occupied is quite capable of being laid out so as to admit of the efficient discharge of the terminal duties connected with a traffic quite as large as can be carried over a Railway consisting of a single line only of narrow gauge, in fact far more than that, and I am of opinion that should the traffic grow to such an extent as to render an enlargement of the premises necessary, the Govt. of that period, whoever may live to see it, will readily sanction arrangements by which it might be considerably enlarged, but before that day comes I think the Govt. may fairly contemplate the doubling of the line.
9. With respect to the blocking up of the existing open space, I trust when the Govt. reconsider this question they will no longer feel it to be objectionable in the circumstances; when it is remembered that on the north there is the larger open space, the Peoples park, on the East, between building the General Hospital, between it and the sea, on the South east the whole extent of the Island and on the South and South west the Napier Park and Courm. River. I think it must be admitted that no site could have been selected whereon the building could be placed with less obstruction to the ventilation of the surrounding neighbourhood, and which in this case our operations will improve rather than otherwise by the removal of the dirty old.

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opposite side of the road.

10. With respect to the cost of land &
compensation as you are aware I have not
at my command any information to
enable me to submit an estimate. I may
remark however that I am of opinion that
leaving out of the question the value of the
houses to be removed near Lydenham and
Poundmally Roads, the compensation for
the land to carry out our proposal will
not be so great as the cost of the additional
land & houses near the Male Asylum &c.
and it will be conceded I think that the
value of the improvements by the removal
of the houses referred to will quite com-
pensate for the outlay.

11. I will only further venture to remark
that while I think it will be a great in-
convenience to the 3^d Class Passengers (the
bulk) to have to walk from one station to
the other if placed at a distance of $\frac{3}{4}$ of a
mile apart and who will not have the
benefit of horse transit the tolls to be re-
ceived for the use of this little extra length
will render it as profitable an outlay as
any portion of the undertaking.

I have the honor to be

Sir,

Your most Obedt. Servt.

Geo. T. Fisher
Agent & Manager

From.

The Agent Managing
Carnatic Ry. Co. Ltd.,
Madras

To

The Engr. In-charge
for Railways.

Dated 26th Nov. } 187.
Recd. 26th }

Rs.

No. 4662

P. W. 5840/72.

In re. ground proposed
for Passenger station side

27

Chambers & Co. Ltd.
Madras & Co. Ltd.

Dear Sir

C. P. & Co. Ltd.

Chairman, Chambers & Co. Ltd.

Dear Sir

The Secretary to Government

Public Works Department

East India Office

Sir,

We have learnt
from an Order of Government, which has
appeared in the local newspapers, that His
Excellency the Governor in Council has decided
that the arrangement proposed for locating the
Passenger Station of the Carnatic Railway
between the Civil Station and the river, will
not be accompanied by any advantage ade-
quately compensating for the extra cost and
inconvenience which its adoption would entail,
and that His Excellency has deferred passing
final orders on the question, regarding the
terminal

terminal site until the promoters of the Pen-
sionary project have been afforded an oppor-
tunity of answering the objections raised by the
Government.

It does not appear to have been brought
to the notice of the Government that in July
of last year the Agent and Manager and
Chief Engineer of the Carnatic Railway Company
personally consulted the Chamber on the subject
of the sites for the Passenger and Goods Stations
and that the Committee of the Chamber pointed
out - to quote from their report of the interview
to the Members of the Chamber - that "the
nearer the Carnatic Company could bring the
Goods station to the Goods station of the Madras
Railway Company at the Salt Colours, to the
north of the People's Park, the better it would
be for the mercantile community. They depre-
cated the necessity of breaking bulk, and of
employing carts for the transfer of goods from
one Goods station to the other, and they urged
that the experience of the Madras Company
showed the disadvantage that results in the
long run from the location of Stations on sites
inconvenient to those who most frequent them.

The

The land in the neighbourhood of the Salt
Colours being of little value, and of large area,
the Carnatic Company ought to be able to
obtain as large a site as they require without
in any way inconveniencing the Madras Railway
Company, and there was no risk therefore of
any clashing of interests such as is said to be
frequently the case in joint Stations of a com-
mitted share in London and elsewhere. It
was also proposed by the Committee that the
Passenger Station should be near the Salt
Colours. The Committee further suggested that
with a view to avoiding a trace through the town
which must in any case entail no small dis-
turbance of house property, and the deposition
of compounds to be traversed, it might be well
for the Company to give the line a wide berth,
by approaching the town by way of Fenchurch.
The circuit would be necessarily longer than
the more direct route proposed, but it was
probable that as far less compensation would
have to be paid to landowners en route, the cost
of the line would not be increased very greatly.
On these opinions, I have the honour to
inform you, the Chamber will adhere. The

advantages of the Salt Cotours site for the
Terminal Station of the Carnatic Railway
include the facility with which goods could
be transferred from the Carnatic to the Madras
lines (rails being laid to connect the two)
and the convenience arising from the traffic
of the two Railways with the beach being in
one direction. From past experience the Chamber
conclude that if the Carnatic Company do not
now build a station near the Salt Cotours,
they will desire to do so as soon as the incon-
veniences of the Penitentiary have been forcibly
demonstrated. It is observed that no great
interchange of passenger traffic between the
two lines is expected in Madras; as they will
communicate more directly via Arcotum;
but I am desired to submit that it would
be a pity to bring the Carnatic Railway to
a halt within a mile of the goods station of
a line which would link it to the railway
system of Northern India. Moreover, if the
new Central Station of the Madras Railway
is found to answer expectations, it seems to
the Chamber that an arrangement by which
passenger trains of the Carnatic Railway

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could conveniently be run into this station with-
out long be called for. With a station at the
Penitentiary, this would be impossible, or nearly
so, whereas, if the suggestion for a station
near the Salt Cotours now made by the
Chamber be carried out, such arrangements
could be made without difficulty. The Madras
Railway, with its Administrative Department
at Royapuram, its Traffic Department at
John Pereira's, its Goods Department at the
Salt Cotours, and its Economic Department
at Palamore, affords a notable example of
the necessity for guarding against initial errors
in the localisation and accommodation of the
staff of a Railway; and the Chamber would be
glad to learn that the Carnatic Company
have profited by the costly experience of its
neighbour.

The papers forwarded to the Chamber
with the Order of Government dated the 27th
ultimo are herewith returned.

I have the honor to be
Sir

Yours most obedient servant

R. B. Pal

Memorandum

There remains yet for decision whether the Penitentiary site shall be granted for a Passenger Station, and that of the Goods Station be fixed to the East or West of the Police Commissioners Road; and what portion of the Civil Orphan Asylum ground shall be given up to it in the former case.

As to the Penitentiary site the Chief Engineer has just learnt that the concession reported as having been

P. M. 1872. Mr. Hartley
 Secy of the Railway
 Office 6062.

From.

The Chairman.

Chamber of Commerce.

Noted 7 November 72.

Recd 9. 11. 72.

Em 4. 11. 72.

x 25m regarding

the site for the

terminal station

at the terminus

of the Electric

Railway, and

suggesting the

selection of a place

near the dock

within station.

No 198-21 being 73.

to Mr. 109

made by the Superintendent
of Police, in the papers
printed with L.O. No. 1720.

of 18 July/72 is objected
to by the Jail authorities;
who claim, either to occupy
the whole of the land, or
to vacate it entirely in
favor of the Railway Com-
pany. Should the
latter course be decided
on, the Chief Engineer
urges that a level crossing
be insisted on. So long
as the Engines do not
shunt across the Roadway
such crossings will not
be objectionable; and
an extension of the line
of Rails by 100 yards
is feasible, which will

On what authority. The matter
was fully considered by the
Committee some months ago?

give the height required.
The road and high over
bridges at a point where
four roads meet, one of
which the traffic is
already so great and so
which will be further
increased by the Tramway
traffic recently sanc-
tioned, and by the traffic
which the Railway Station
will create, will be most
objectionable. And the
level at which it is
proposed to lay the Rails,
more than 4 feet below
that of the late floods,
is preposterous.

The question more-
over should not be
decided without sub-
mission of same

statement of the cost of
land and compensation
and road diversions to
be paid by Government.

This information must
even ^{truthfully} be given to satisfy
the Govt. of India and
should not be with-

held from the Local
Government. It should
be based on the original
proposal of the Railway
Company.

In the opinion of the
Chief Engineer the right
place for both Stations
is between the Spur
Lane and the Police
Commissioner's Road.
Further extension Eastward

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will be found greatly
to hamper and incon-
venience the public
of Madras. Its object
will be better provided
for by the Tramway
Company. G.M.W.

The Government of Madras
 has been requested to
 consider the various
 proposals for the
 construction of a
 railway line from
 the Government of Madras
 to the Government of
 the Government of Madras

Council

No 198
 Proceeding of the Madras Government
 Read the following
 letters.

From the Secretary for
 Railways (N.E. No 652 dated 27
 Nov 1872.
 From the Chairman
 of the Chamber of Com-
 merce (N.E. dated 7th Dec/72

In the letter of the 7th Dec

The Chamber of Commerce
 assume that their propo-
 sals for locating the
 Terminus of the Bar-
 natic Railway Com-
 pany at the Salt
 Cotours have not been
 brought to the notice of
 Government.
 These proposals
 however
 are not to be considered
 as proposals

proposals having been
communicated and fully
discussed in the papers
printed with G.O. No.
3030 of 30th November 1871,
which will now be com-
municated to them and
to the M^{rs}. His Excellency
the Governor in Council
is not of opinion that
the advantages to be
expected from not break-
ing bulk or employing
carts in the transfer of
goods from one station
to the other, anticipated
by them, is likely to be
such as in any way
to counterbalance the
Engineering and other
objections

41
brought forward by M^{rs}.
Dible and Fisher.
Through goods from
South to North, or
vice versa, will for the
most part take the
direct line to Arcorun,
those that do not will
in any case be trans-
ferred to carts for
removal to Merchants
Godowns where they
will lie sometimes
before being forwarded.
The route that
would have to be taken
via Perambore ~~and~~
the Salt Cotwar site
has moreover, been
proved by the late
flood

43
goods to be most objec-
tionable as to level.
Altogether the Govern-
ment are of opinion
that the objects proposed
to be attained by the
Chamber of Commerce
in their selection of
site viz. the linking
of the Carnatic Rail-
way with the Railway
system of Northern
India will be better
attained by completion
of the link between
Chingleput and Con-
jeveram.

It remains
now to decide whether a
separate Passenger Ter-
minus shall be conceded
at

at the Primitiary
site. And considering
that the Municipality
have waived all
objection to it on the
score of obstruction to
existing traffic, (aug-
mented as it doubt-
less will be by the
Railway itself and
by the Tramways
lately sanctioned)
caused by the Over-
bridges which it
will be necessary to
construct, His Excellency
the Governor in Coun-
cil is pleased to dis-
pense with the
submission.

submission of further
papers and to direct
that the necessary ground
and portion of Road
for carrying out the
proposal of the Munici-
pality, be conceded.

It is remarked
that a sum of Rs. 50,000
has been entered in the
Railway Budget Es-
timate of 1872-73 in
view to this concession.

The ground to
be made over to the
Civil Orphan Asylum
will include a triangu-
lar portion East of its
present boundary and
north of Wharwell's
Road.

And the Collector
of Madras will be
instructed in the Reve-
nue Dept, while
making the necessary
valuation of property,
to include in it the
whole of the cultivation
south of the proposed
new Road.

Yours

58
3

To the Chairman of the Chamber
of Commerce with copy of Res. 3030 of 1872.
" Civil Engineer
Rev. Dept
Decr 23/72

Very urgent
6/1/73

I confess that the additional
papers now circulated have
failed to convince me that
there is any site which is
preferable to the Penitentiary
site for the Papenya Station
of the Carnatic Railway.
I would put aside al-
together the objections
raised by the Superintendent
of the Prison -
He, like all energetic of-
ficers, wishes to render
the institution of which he
has charge as perfect as
possible, and I am willing
to admit that if we
had to begin "de novo"
we could build with

advantage a separate
prison for Europeans
and place a Penitentiary
for Native prisoners on
a more eligible site, than that at present occupied.
But I consider that these
proposals would involve
an expenditure for which
we have not funds, and
which is unnecessary -
The late Agent of the
who was in charge of
the Penitentiary, and who
introduced a remunerative
scheme of manufactures,
and who was an
excellent Jail Supt
saw no objection to
the proposed appropriation
of the premises -

In order to promote trade
factories in the Penitentiary
and especially the
Printing we are keeping
an unnecessary number
of prisoners in the Penitentiary
and if there be any
difficulty about ac-
commodation - a very
considerable number of
long-sentenced prisoners
exceptionally kept in
the Penitentiary, can be
drafted into Central
jails.

Adverting to the
papers of previous date
containing the objections
raised to the Penitentiary
site - the opinions advanced
to the site appear

to be.

(1) That for a short distance from the station the Railway will pass alongside the high road.

(2) That the passenger terminus will be separated from the goods terminus, but tailing on travellers detention and inconvenience which will more than counterbalance the small gain in distance.

(3) That the distance between the proposed goods terminus of the Madras Railway at the Salt Coasters

This is the position I take - If both goods & passenger can be accommodated at the proposed terminus I prefer the latter.

I.O!

with some inconveniences to the Mercantile community by the break of bulk & the consequent

(4) That inconvenience will also arise from the traffic of the two Railways with the beach being in different directions.

(5) That inconvenience will be caused to street traffic by having narrow & high overbridges at a point where four roads meet, on which the traffic is already so great.

(6) That any extension of the rail to the East of the Police Commissioners

1 Road will entail great
inconvenience upon the
Madras Public.

2 As regards the 1st objection
the Railway Company only

1 by side with the road,
the distance will be only

8 100 yards - or under this
Municipal suggestion

2 the distance will be only
600 yds.

3 a separating wall would
obviate the objection if it is

4 considered valid. but
when the practice in other

5 countries is remembered
I do not think the

6 objection has much
at force. Cattle become

very soon accustomed to
the sight & sounds of Rail
way traffic. The level crossing
over the Madras Railway
near the Moneygar Chetty
& near the Mint has not
not caused inconvenience
I am told that this
is also the result of the
experience upon the Arcot
Chengaveram line where
half the road was given
up to the Railway Co.

As regards the supposed
inconvenience (no 2) of
the separation of the
goods terminus from
the passenger terminus,
I believe that such
separation is almost
universal. both in

Europe and in India - and
I think we may rely on
the good sense & technical
knowledge of the Railway
Officials on the subject.

The travellers who may
be inconvenienced by a
detention of a few minutes
will have no substantial grievance
~~to be concerned with~~ - for

the great passenger traffic
to the short distances, such
as Lydiate, the Mount
& local passenger trains
will be run & these will
not be detained at the
goods station.

The objection (No 3) made
by the Chamber of Commerce
regarding breaking bulk
seems to be based on
a misconception. They
appear to have overlooked

the Arconum junction. None
of the goods coming from
the North & the West, from
the South will be brought
into Madras but will
be diverted at Arconum.
The through goods traffic
from one terminus to the
other will be ^{very} small.
(No 4) I doubt whether
the objection "that the traffic
of the two Railways with
the Beach will be in
different directions" is
of real force. The present
goods traffic from the
Beach to the Salt Stacks
station, passes along a line
of very narrow streets which
is full to overflowing
and it seems undesirable
to increase this traffic

I am placing the goods
 the terminus of another
 Railway also the salt
 Cisterns
 The alleged inconvenience
 arising (No 5) which will arise
 from this overbridge above
 the system of Roads
 the crossing is I think
 somewhat exaggerated
 as it may be met by
 widening the overbridge
 if 35 feet is held to
 be insufficient
 I would accept the
 suggestion of the Municipal
 Council & close Wharmie's
 Road altogether
 I am satisfied that
 there is no force in
 the objection (No 6.)

that the extension of the
 rail to the East of the
 River Commissioners com-
 posed Road will entail
 inconvenience to the
 Native Public.
 Native opinion is strongly
 in favor of the Penitentiary
 site which will be
 large & well & timely
 convenient for the short
 passenger traffic - towards
 the Mount
 The, briefly stated, are
 the reasons that prevail
 with me in their
 deciding in favor of
 the Penitentiary site
 and I would strongly
 recommend further delay
 in the matter be caused
 by the estimates

of the cost of alternative
sites.

It is a matter entirely for
the decision of the local
authorities. I think Mr.

Walker is in error in

thinking that it is

necessary to submit

to the Govt of India an

estimate of the cost of

compensations to be

given for land before

sanctioning the estimates

for a line of Railway.

~~It is not necessary to submit~~

~~an estimate of the cost of~~

~~compensations to be given~~

~~for land before sanctioning~~

~~the estimates for a line of~~

~~Railway.~~

~~It is not necessary to submit~~

~~an estimate of the cost of~~

~~compensations to be given~~

~~for land before sanctioning~~

4.

It is not necessary to submit
an estimate of the cost of

compensations to be given

for land before sanctioning

the estimates for a line of

Railway.

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for land before sanctioning

the estimates for a line of

Railway.

It is not necessary to submit

an estimate of the cost of

compensations to be given

for land before sanctioning

the estimates for a line of

Railway.

It is not necessary to submit

an estimate of the cost of

compensations to be given

for land before sanctioning

the estimates for a line of

of the Lunatic that the Govt
sites are bound to give every great
weight, under these circumstances,
to the Railway.
I am strongly expressed
opinion in favor of the Penitentiary site.
This Intercourse further delay
may be the purpose & state for
the valuation of the
land affected by these
various schemes which
have been ventilated
to carry out the suggestions
we must have, a valuation
of these schemes besides
that advocated by the
Railway.
one for the Asylum site
another for the Man-
power site proposal and
a third for the site
proposed by the Chamber
of Commerce.

I believe that the

61.
advantages of the Penitentiary
site, would, after a delay
that will be very injurious,
be found superior to
those presented by any
other. while the difference
of cost would not be
such as to affect
the question.

P. W.

28th Dec.

I agree with Mr. Sturges
that we should decide
at once in favor of
the Penitentiary site;
but I do not require the
Company to build on
a site where the
Railway is to run
close along the further
road

So be it.

S. D.

Jan 2

C/pos 6062-2583

Govt. of 1873 Madras.
PUBLIC WORKS.

To
The Chairman of the
Chambers of
Commerce

Date

Recd.

Encl.

G. O. 21 Aug 1873, No. 198.

Nos. 109 & 410

For the Terminal
Station of the
Railway -
on papers