M.R.O. 1—10,006—28-2-50.

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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. 2747	Press
B.P.—No. 166 to 169	Mis.
Dated 11. 11. 1873.	195- .

Not to be folded or roughly handled

Read the following papers:—

No. 166. From Lieutenant-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, dated Madras, 14th August 1873, No. 431.

I HAVE the honour to report, for the information of His Excellency in Council, that in fixing the line to be followed by the Carnatic Railway, between Madras and Cuddalore, it was found necessary to take it through a portion of the Chingleput Fort. The direction of the line in the neighbourhood of Chingleput received most careful consideration from the Company's Engineers and from myself; and although it was impossible to keep clear of the fort, care was taken to avoid all unnecessary interference with the fort and the buildings situated within it.

2. The proposed direction of the line is shown upon the accompanying sketch, from which it will be seen that the land to be permanently occupied by the railway will interfere very slightly either with the fort or with the jail meadows which lie between the outer and inner ramparts. A considerable quantity of earth will however be required in order to raise the present level of the land to the height required for rail level, and this earth it was at first proposed to take from the jail meadows, as shown in yellow in the sketch.

3. The enclosed letter* from the Chief Engineer of the Carnatic Railway Company will, however, show that, in order to meet the views of the Jail Authorities as far as possible, Mr. Dibblee proposed, as an alternative measure, that the material required for the embankment should be taken from the adjacent rampart, instead of from the meadow. He further proposed to level other parts of the fort ramparts, and to fill up the moat, if thought desirable on sanitary grounds, upon condition of receiving the stones which now form the revetment.

* To Agent, No. 527, dated 1st July 1872.

4. In their Order,* dated the 21st September 1868, the Government directed that no abandoned fort was in future to be demolished, or its material appropriated without their express sanction; and in a subsequent order,† dated the 21st July 1869, the Government sanctioned the removal of the inner rampart, and the filling in of the inner moat, on the west side of the Chingleput Fort, together with some minor alterations, leaving the demolition of the outer rampart and the filling in of the outer moat for future consideration.

* Revenue Department, No. 2,436.

† Judicial Department, No. 1,178.

5. I understand from the Collector of Chingleput that nothing has yet been done towards carrying out the work then sanctioned, and I enclose letters* from that officer and from the Inspector-General of Jails which show that no objections are entertained by them to Mr. Dibblee's proposals. Colonel Wilson points out that certain portions of the ramparts cannot conveniently be dispensed with. These portions are shown in the accompanying sketch. They are for the most part on the east and south faces of the fort, where the rampart forms part

* From Collector of Chingleput, No. 204, dated 2nd August 1873, with enclosure.
From Inspector-General of Jails, No. 2,515, dated 6th August 1873.

of the bund of the Chingleput tank, and with this it was never proposed to interfere. A small piece of the inner rampart on the west face, which Colonel Wilson represents to form the boundary of the hospital and kitchens, can of course also be kept if thought necessary.

6. With these exceptions I have the honour to recommend that permission be given to carry out in full the proposals made by the Chief Engineer of the Carnatic Railway Company. There can be no doubt that the demolition of the whole of the ramparts, inner and outer on the west face of the fort, and at the north-west and south-west angles, together with the filling in of both moats, will form a great sanitary improvement. With regard to the revetment stones, I can see no objection against their being made over to the Company. The order of Government sanctioning the demolition of the ramparts and the utilization of the material was passed more than four years ago, and no action has yet been taken upon it. It seems better that the material should be used in building the station at Chingleput and the railway bridges than that it should lie idle.

From F. L. DIBBLEE, Esq., Chief Engineer, to J. T. FISHER, Esq., Agent and Manager of the Carnatic Railway Company, dated Madras, 1st July 1873, No. 527.

In reply to the Consulting Engineer's letter, No. 162, and with reference to the enclosures therein (communications from the Inspector-General of Jails), which were forwarded with your No. 586, I beg to say that my proposal with regard to land, through the fort of Chingleput, is to take up that colored yellow on the tracing, but which on the regular plan sent for the Revenue Authorities has been colored red and yellow, according to its class, in the usual manner.

2. It was not in strictness within my province to communicate with the Jail Authorities in any way regarding the land required for our purposes, as it should more properly have been a question for Revenue Officers to settle. I was under the impression, however, that some alternative to my original proposal might more fully meet their views, and I therefore wrote, as is quoted, to Mr. Whitlock, to confer with the Superintendent of the Jail on the subject. And I will now gladly consider any proposal that may be made in lieu of that I originally suggested.

3. On the tracing I have marked the place (at *a a a a*) where the line crosses or encroaches on the moat of the fort, I have also marked (*b b b*) the wall revetted with stone which is alluded to in the correspondence. In the event of the Jail Authorities preferring that I should not take up the land marked yellow, a sufficient length of the wall would be taken to enable me to procure earth for making my embankment as near to the line as may be, and, in addition, I would level the walls and fill up the moat in other places, which I understand is thought desirable on sanitary grounds, if I can receive the stone now forming the revetment.

4. The stone can be made useful at a bridge at three-quarters of a mile distant, for the station buildings of Chingleput, and for culverts in the neighbourhood.

5. The tracing and original letters from the Inspector-General of Jails are herewith returned.

From R. W. BARLOW, Esq., Acting Collector of the Chingleput District, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Sydapet, 2nd August 1873, No. 204.

In reply to your letter, No. 616, dated the 10th ultimo, I have the honour to forward copy of a report* received from the Acting Sub-Collector,

* No. 354, dated 29th July 1873.

2. Mr. Crole, it will be seen, is decidedly in favour of Mr. Dibblee's alternative measure alluded to by you at paragraph 3. [illegible] with explanations to

any great extent from the jail meadows might injure them permanently, whereas levelling the embankments and so filling up the moats would be an advantage to the fort on sanitary and other grounds.

3. The difficulty alluded to by the Sub-Collector at paragraph 6 will doubtless be satisfactorily met by the Railway Department.

4. At paragraph 7, the Sub-Collector takes exception, you will observe, to the rampart stones being made over to the Railway Company for nothing, and that they are valuable is true; but as the matter has to come before Government it will then be decided on what terms they are to be made over. Nothing had been done when I was last at Chingleput towards carrying out the demolitions sanctioned in G. O., Revenue Department, No. 2,174, dated 26th July 1869.

5. Paragraph 9 of the Sub-Collector's letter will be laid before the Inspector-General of Jails, and treats of a question quite apart from the present reference.

From C. S. CROLE, Esq., Acting Sub-Collector, to R. W. BARLOW, Esq., Acting Collector of the Chingleput District, dated Chingleput, 29th July 1873, No. 354.

I HAVE the honour to report on a letter* from Colonel Shaw-Stewart, Consulting Engineer for Railways, as required in your endorsement thereon, dated 15th instant.

* Herewith returned.

2. The points are two:—First, Mr. Dibblee's proposals for taking earth for the embankment through the Chingleput Fort; and, second, the same gentleman's "proposals generally with respect to the fort"

3. Since receipt of the above requisition none of the Engineers of the Carnatic Railway has been in Chingleput, so this report is submitted at a disadvantage, inasmuch as I have not had an opportunity of learning their views and the reasons for them.

4. I shall notice the second of the points of reference first. The proposed line of railway lies close to the inner moat of the fort, at the southern end of which it curves suddenly to the spot selected for the station. The proposed line from Conjeveram forms a junction with the main line on this curve. Apart from other considerations, I think it is to be regretted that an important station like Chingleput should be subjected to the objections and attendant dangers of such a position. For this reason, as well as to save the jail meadows, I should be strongly in favour of a line following generally the line of the outer moat and rampart. There remains also the alternative of bringing the line across the foreshore of the Chingleput Tank, where a station on the high ground, where such a line would intersect the old road to Timporur, would be distant about three-fourths of a mile from the town. Probably it is now too late in the day to consider such a radical change in alignment, and there might be difficulties with the Conjeveram branch.

5. With regard to the first part of the reference, I have the honour to state that after careful consideration, Mr. Dibblee's proposal in regard to the hay-field seems objectionable. The jail meadows are valuable property, and it would seem a pity to take the earth out of them. Their level is too low as it is, and they are in consequence liable to be flooded.

6. The Chief Engineer's alternative is to take the required earth from the ramparts. This would fall in with G. O., dated the 26th July 1869, No. 2,174, in which the demolition of the fort was sanctioned. Nothing has been done in the matter yet. Mr. Dibblee however wishes, besides this, to be allowed to level the whole of the ramparts, appropriating in exchange the stone with which they are faced. Now, considering that the ramparts have evidently been raised with the earth excavated from the moats, it is not apparent how it is proposed to make the same quantity of earth suffice for filling them in again in addition to forming a considerable new embankment of several hundred yards. There is this initial difficulty in the way, and, as stated above, the absence of all the Carnatic Railway Officers from Chingleput has deprived me of the means of knowing whether it is surmountable. It should also be stated that the Government, in the order above quoted did not sanction the filling in of the outer moat, although it should be

observed that, lying as it does close to the edge of the Great Southern Trunk Road, it is a source of danger to the public.

7. In regard to the stones I am clearly of opinion that they are much too valuable to be disposed of in the manner proposed. If they are required for the railway bridge across the Palar or for other works, the most satisfactory way will be for the Railway Company to buy the quantity it requires.

8. If the Government consider that the demolition of the fort, commenced by the excavation of earth for the railway embankment, should be carried out, it seems to me that the convicts should be made to do it. They are now employed in mending roads by which, I believe, the jail receipts do not benefit, and a certain portion of them for some months in the year find employment of a light nature in the hay-field.

9. The present seems a proper opportunity for again drawing attention to the anomalous condition of the Chingleput Jail. The existing arrangement, by which a public thoroughfare divides it into two parts, one of which (the dormitories) is not even surrounded by a wall, is, I believe, unknown anywhere else. There are at present 137 prisoners under confinement. The jail buildings, I understand, are designed for more than double that number. I have the honour strongly to recommend the reduction of the number by retaining short-sentenced convicts only, as, it is understood, was the intention when central jails were established. The present dormitories would then be amply sufficient for the requirements of such a depôt jail. They might be furnished with cook-rooms, etc., be surrounded with a decent sized wall, and the present evil thus removed at a moderate cost, the present entrance to the fort remaining as before, and the inconvenient detour recommended by the Committee of 1869 thus avoided.

From Lieutenant-Colonel W. J. WILSON, Inspector-General of Jails, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Ootacamund, 6th August 1873, No. 2,515.

In reply to your letter, No. 647, dated 10th ultimo, I have the honour to state that certain portions of the rampart cannot be conveniently dispensed with, viz., that part which extends from the new Subsidiary Jail to the point where the line of rail passes behind the District Jail, and a part of the inner rampart, about 300 feet in length, which forms the western boundary of the hospital and cook-rooms, but there is no objection on the part of this department to the removal of the rest of the ramparts.

2. On the whole, I should prefer that the hay-fields should be interfered with as little as possible, but as this is a matter of comparatively small importance, I think it is best to leave the choice of the alternative measure in your hands.

3. I enclose the sketch plan (to be returned) for reference as to the portions of the rampart which are required to stand.

No. 167. From Colonel F. J. B. PRIESTLEY, Superintendent, Revenue Survey, to Colonel G. W. WALKER, R.E., Chief Engineer, Public Works Department, dated Chepauk, 13th September 1873, No. 2,172/356.

With reference to your memorandum No. 329, of the 29th ultimo, I have the honour to inform you that I have instructed my Deputy in charge of the Chingleput District to prepare maps of the Carnatic Railway Stations situated within its limits.

2. I beg to state that I am not in possession of an accurate detail map of the Cuddalore District, I send [illegible] of part of the Chidambaram Taluq, surveyed in 1856-57, but [illegible] the country

No. 168. From the same Officer, dated Chepauk, 2nd October 1873, No. 2,386/393.

On receipt of your memorandum No. 329 of the 29th August 1873, I instructed the Deputy Superintendent, Revenue Survey, Chingleput District, to compile maps of the stations on the Carnatic Railway line, and applied to the Consulting Engineer for Railways for information regarding the positions of the stations.

G. O., No. 1,117 of 28th June 1871.

2. I have the honour to append extract of paragraph 2 from his letter of the 29th ultimo, No. 933, intimating that the station sites are not yet finally fixed and that it is possible that some of them may be changed. Under these circumstances, I request you will inform me whether you wish that the compiling of maps should be proceeded with, or deferred till the exact positions are determined.

Extract from a letter from the Consulting Engineer for Railways, to the Superintendent, Revenue Survey, dated 29th September 1873, No. 933, paragraph 2.

* * * * *

2. It is, however, right to mention that the station sites are not yet finally fixed, and it is not impossible that some of them may be changed during the construction of the line.

No. 169. Order thereon, 11th November 1873, No. 2,747.

RAILWAY, No. 22.

His Excellency the Governor in Council is of opinion that provision of the earth required for raising the level of the land taken up for the railway, between the inner and outer ramparts of the Chingleput Fort, may advantageously be made by demolition of the inner ramparts to the extent proposed by the Consulting Engineer after consultation with the Inspector-General of Jails and the Local Revenue Authorities, in preference to obtaining it by lowering the level of the jail meadows. And he authorizes the filling up of the inner moat, the outer moat and ramparts being retained as in some measure conducive to the secure custody of the prisoners in the jails. The fort stones obtained by demolition of the ramparts may also be utilized on the railway works, such as may not be wanted for that purpose remaining the property of Government.

2. Correspondence on this subject has incidentally elicited the fact that hitherto no measures had been taken to prepare the Maps of Railway station sites called for in G. O.,* No. 1,117, of 28th June 1871, in the Chingleput or South Arcot Districts, and as it appears from the second letter of the Superintendent, Revenue Survey, that the station sites are not yet definitely fixed, the Consulting Engineer for Railways will be requested to arrange for their preparation by the Railway Surveyors, and to report what the cost to be paid by Government will be per square mile.

* Revenue Department.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Judicial Department.
,, Revenue do.
,, District Engineer, Chingleput.
,, ,, South Arcot.

Exd. S. T. Austin.

Spare Copies

No. 2257

Chingleput District Engr Office
Guindy 21st Augt 1873

To,

R. Parsons Esqre
2nd Assistant to the Secretary to Govt
Public Works Department

Sir,

In reply to your Deme official note of this days date, I beg to inform you, that the surveys of the ground around the Railway Stations in the Chingleput District, which was called for in G. O. No. 71 dated 10th July 1871 P.W.D was replied to in the late Superintending Engineer's Nos. 4737 and 4968 dated 26th February and 12th March 1872 respectively. In these communications it was distinctly reported to Government that the Maps of all Railway Stations were

G.O. 2747 – 11th October/73

P.W. 5610/2 /73.

Revenue Survey Office.

No. 2257/78

Chepauk 20th September 1873.

From

The Superintendent Revenue Survey.

To

~~The~~ Captain P. Montgomerie R.E.
Under Secretary to Govt
P. W. Depte.

SIR,

With reference to your D.O. letter of the 25th Ultimo I have the honour to forward a Map of the Chingleput Fort on the scale of 32 inches to 1 Mile.

2. I beg to return the Sketch Map received with your letter under reference.

I have the honour to be
Sir
your Most Obedt Servant

H Pickering Lt C

Superintendent Revenue Survey

Copd. J.D.
4.9.76.

No. 2172
356

Revenue Survey Office
Chepauk
13th September 1873.

From

The Superintendent Revenue Survey.

To

The Chief Engineer S. P. R.

SIR,

With reference to your memo No 329 of the 29th Ultimo, I have the honour to inform you that I have instructed my Deputy in charge of the Singleputty District to prepare maps of the Carnatic Railway stations situated within its limits.

2 I beg to state that I am not in possession of an accurate detail map of the Cuddalore District. I send one of part of the Chellumbrum taluk surveyed in 1856-57 but I fear that since then many changes in the topography of the Country may have taken place.

I have the honourable
Sir
Your most obedient Servant
J. Priestley Colo.
Superintendent Survey

Inspector (Chief) Despatch Draftsman, & Messengers received this

Encl 2 Copies

From
The Asst to Secretary
To
The Under Secretary
to Govt to P. W. D.

Dated 20th October 1873
Despd 22nd
Recd

Enclosure 1 No. 2257
78

Subject

Forwards a Map of the Singleputty Taluk on the scale of 32 miles to 1 Mile

Rec. 2749. 11th Nov 73

P. W. 5610 1873

Revenue Survey Office.
Chepauk
2nd October 1873.

No. 2386/393

From

The Superintendent Revenue Survey.

To

The Chief Engineer.
Deptt Pub: Works.

SIR,

A°. 329

G.O. A°. 1117 of 28 June 1871

On receipt of your Memo of the 29th August 1873, I instructed the Deputy Superintendent Revenue Survey, Chingleput District, to compile maps of the stations on the Carnatic Railway line & applied to the Consulting Engineer for Railways for information regarding the positions of the stations.

A°. 933

2. I have the honour to append extract of Para 2 from his letter of the 29th Ultimo, intimating that the station sites are not yet finally fixed & that it is possible that some of them may be changed. Under these circumstances, I request you will inform me whether you wish that the compiling of maps should be proceeded with, or deferred till the exact positions are determined.

I have the honour to be
Sir
Your Most Obed't Servant
H Pettitt Lt Col
Superintendent Revenue Survey

Ex & B
Copd B B

Rec'd 13th Oct. 1873
Dept. Pub. Works
No. 5010.

The Superintendent
Revenue Survey.

Sir,

I am directed by the Chief Engineer to request that you will inform him whether the Deputy in charge of the Chingleput District Survey Engineer Survey of the Carnatic Railway station sites within its limits is still employed.

Dated 13th October 1873.

I am, Sir,
Your most obedient servant
Secretary to Chief Engineer
for Public Works.

Encl. 2. No. 2172/356

Chingleput

Superintendent
Revenue Survey

Ch 16/X

Ch No 2747 dt 11th Nov 73.

Extract from a letter from the Consulting Engineer for Railways to the Supt^t Re Survey dated 29th September 1873 No. 933 Para 2.

* * *

2. It is however right to mention that the station sites are not yet finally fixed, & it is not impossible that some of them may be changed during the construction of the line.

No 2515

My dear Mr Parsons,

Col Shaw Stewart wants to have a look at the sketch of the Inverlochy Fort sent to Govt with our letter No 451, dy 14 Aug/73, para 57, endorsed in Lt Gs 2747 dy 11 Nov 1873. Will you kindly send it for a few minutes. Yrs sincerely

Thos Hutton

Rec'd 21-11-73

Dated 29th Sept 1873
Rec'd 15 Oct 1873
Ans'd
Subject

Lieut Col Shaw Stewart
Dep Asst Adjt Genl
Head Qrs

Sir,

I am directed to transmit herewith the enclosure noted in the margin, & to request you will submit the same for the information of the General Commanding in Chief.

I have the honor to be
Sir
Your most obedient
humble Servant
Thos Hutton
Consulting Engineer
for Railways

Offices 27 Great George St

No 2515

To

Lieut Colo W. J. Wilcox

Inspector General of Jails

&

To Lieut Colo J. A. McShaw Stewart R.E.

Consulting Engineer for Railways

Madras

Sir

In reply to your letter No 647 dated 10th Ultimo, I have the honor to state that certain portions of the Rampart cannot be conveniently dispensed with, viz. that part which extends from the new Subsidiary Jail to the point where the line of Rail leaves behind the District Jail, and a part of the inner Rampart about 300 feet in length which forms the Western Boundary of the Hospital and Cook rooms; but there is no objection on the part of this department to the removal of the rest of the Ramparts.

On

2. On the whole I should prefer that the Bay Fields should be interfered with as little as possible. But as this is a matter of comparatively small importance, I think it is best to leave the choice of the alternative measures in your hands.

3 I enclose the sketch plan (to be returned) for reference as to the portions of the Ramparts which are required to stand.

I have the honor to be,

Sir

Your most Obedient Servant

J. Mitchell

Inspector General of Fortifications.

Ordnance
6th August 1873.

Carnatic Railway Co.ᵈ Limᵈ.
Chief Engineer's Office
Madras 1st July 1873.

No. 527.

J. J. Fisher Esqre
Agent & Manager

My Dear Sir

In reply to the Consulting Engineer's letter No. 162 and with reference to the enclosures therein (communications from the Inspector General of Jails) which were forwarded with your No. 586; I beg to say that my proposal with regard to land, through the first of the two lots is to take up that colored yellow on the tracing, but which on the regular plan sent for the Revenue Authorities has been colored Red and Yellow; according to its class, in the usual manner.

It was not in strictness within my province to communicate with the Jail Authorities in any way regarding the land required for our purposes, as it should more properly have been a question for Revenue officers to settle. I was under the impression however that some alternative to my original proposal might more fully meet their views and I therefore wrote, as is quoted, to Mr Pitchlock to confer with the Superintendent of the Jail on the subject. And I will now gladly consider any proposal that may be made in lieu of that I originally suggested.

On the tracing I have marked the (exception a a a a) where the line crosses an ~~Fort~~ enclosure on the most of the ~~Fort~~ I have also marked (b b b) the wall levelled with the stone

[illegible]
Rec'd 2nd Aug 1873
Carnatic Railway
Chief Engineer's Office
No. 527/73
Letter to Agent
No. 3575
Rec'd 2nd Aug 1873
Chief Engineer's Office
No. 527/73
Letter to Agent
No. 6[illegible] regarding his land at Chingleput.

stone which is alluded to in the correspondence. In the event of the Jail authorities preferring that I should not take up the land marked yellow, a sufficient length of the wall would be taken to enable me to procure earth for making my embankment as near to the line as may be. And in addition I would level the walls and fill up the moat in other places which I understand is thought desirable on sanitary grounds, if I can receive the stone now forming the Revetment.

The stone can be made useful at a Bridge at 3/4 mile distant, for the station buildings of Chingleput and for culverts in the neighbourhood.

The tracing and original letters from the Inspector General of Jails are herewith returned.

I have faithfully

/Signed/ F. L. Dibdin
Chief Engineer

/True Copy/

Jn. T. Fisher
Asst. Manager

Railway Department. CONSULTING ENGINEER'S OFFICE.

No 1431.

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,

I have the honour to report, for the information of His Excellency in Council, that in fixing the line to be followed by the Carnatic Railway between Madras and Cuddalore, it was found necessary to take it through a portion of the Chingleput Fort. The direction of the line

line in the neighbourhood of Chingleput received most careful consideration from the Company's Engineers and from myself; and although it was impossible to keep clear of the Fort, care was taken to avoid all unnecessary interference with the Fort and the buildings situated within it.

2 The proposed direction of the line is shown upon the accompanying sketch, from which it will be seen that the land to be permanently occupied by the Railway will interfere very slightly either with the fort, or with the jail meadows

which

which lie between the outer and inner ramparts. A considerable quantity of earth will however be required, in order to raise the present level of the land to the height required for rail level, and this earth it was at first proposed to take from the jail meadows as shown in yellow in the sketch.

3 The enclosed letter from the Chief Engineer of the Carnatic Railway Company will however show that, in order to meet the views of the jail authorities as far as possible, Mr. Dibble proposed, as an alternative measure, that the material required

× To Agent No 52 dated 1st July 1872

required for the embankment should be taken from the adjacent rampart, instead of from the meadow. He further proposed to level other parts of the Fort ramparts, and to fill up the moat, if thought desirable on sanitary grounds, upon condition of receiving the stones which now form the revetment.

4 In their order × dated the 21st September 1868, the Government directed that no abandoned fort was in future to be demolished, or its material appropriated, without their express sanction; and in a subsequent × order, dated the 21st July 1869, the Government sanctioned the removal of the inner

× Revenue Departt. № 2436.

× Judicial Departt. № 1178.

rampart, and the filling in of the inner moat, on the west side of the Chingleput Fort, together with some minor alterations, leaving the demolition of the outer rampart, and the filling in of the outer moat for future consideration.

5. I understand from the Collector of Chingleput that nothing has yet been done towards carrying out the work then sanctioned, and I enclose × letters from that officer and from the Inspector General of Jails which show that no objections are entertained by them to Mr. Dibblee's proposals.

Colonel Wilson points out that certain portions of the ramparts cannot

× From Collector of Chingleput. № 2211 of 2 August 1873 with enclosures.
From Inspr. Genl. of Jails № 2515 of 6 August 1873.

cannot conveniently be dispensed with. These portions are shown in the accompanying sketch. They are for the most part on the east and south faces of the Fort, where the rampart forms part of the bund of the Chingleput tank, and with this it was never proposed to interfere: A small piece of the inner rampart on the west face, which Colonel Wilson represents to form the boundary of the hospital and kitchens, can of course also be kept if thought necessary.

6 With these exceptions, I have the honour to recommend that permission be given to carry out in full the proposals made by

by the Chief Engineer of the Carnatic Railway Company. There can be no doubt that the demolition of the whole of the ramparts, inner and outer, on the west face of the Fort, and at the north-west and south-west angles, together with the filling in of both moats, will form a great sanitary improvement. With regard to the revetment stones, I can see no objection against their being made over to the Company. The order of Government sanctioning the demolition of the ramparts and the utilisation of the material, was passed more than four years ago; and no action

action has yet been taken upon it. It seems better that the material should be used in building the station at Chingleput and the Railway bridges, than that it should lie idle.

I have the honour to be,

Sir,

Your most Obed[t] Servant,

Mountstuart

Lieut[t] R.E.

Cons. Engr. for Railways.

Madras
14th Augt
1873

Rec[d] 15th Cons. Engr. for Railways.

Public Works Department

Proceedings of the Madras Govt

Read the following:-

From

The Consulting Engineer for Railways } H.E. No 4318 dated 14th Augt 1873.

Supt Revenue Survey " " 3112/356 dated 13th Septr 1873.

Order thereon October 1873 No

His Excellency the Governor in Council is of opinion that provision of the earth required for raising the level of the land taken up for the Railway, between the inner and outer Ramparts of the Chingleput Fort may

Public Works Department.
Railway Department.

No. 2716

From
The Consulting Engineer
for Railways,

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

Dated 14th August 1873.
Recd. 15th August 1873.

No. 4318.

Sir,

I have the honour to request that the Revenue Survey Department may be allowed to take up the earth required for the Railway Bridges at the Chingleput Station by the Contractor for Railways.

I have the honour to be,
Sir,
Your most obedient Servant,
Consulting Engineer for Railways.

advantageously be made by demolition of the Inner Rampart to the extent proposed by the Consulting Engineer after consultation with the Inspector General of Jails and the local Revenue Authorities in preference to obtaining it by lowering the level of the Jail Excadoes. And he authorizes the filling up of the Inner Moat the Outer Moat and Rampart being retained so in some measure conducive to the secure custody of the prisoners

in the Jails. The Earth obtained by demolition of the Rampart may also be utilized on the Railway works &c. such as may not be wanted for that purpose remaining the property of Government.

Correspondence on this subject has incidentally elicited the fact that hitherto no measures had been taken to prepare the maps of Railway Station sites called for in G. O. No. 1117 of 28th June 1871, in the

or South Arcot
Chingleput Districts
but that their prepa-
-ration has now been
undertaken by the
Revenue Survey De-
-partment - Colonel
Priestly will be
instructed in the
Revenue Department
to report whether he
can also undertake
promptly those of the
South Arcot District.
Engr

and as it appears
and the time of the
Revenue Survey and
Public Works Officers
being otherwise fully
occupied, the Con-
-sulting Engineer for
Railways will be
requested to arrange
for their preparation
of the Railway Surveys
and to report what
the cost will be paid by
Government will be
per square mile.
Engr GWW

80

To The Consulting
for Rys: ✓
" Jud" Depttt ✓
" Rev: Depttt ✓
Ch Engr Chingleput ✓
" South Arcot ✓
S.C. under 17/11/73

h 166-69

Nos 5011, 5010 & 4522

Govt. of {1873} Madras.

PUBLIC WORKS.

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To Land resulting Claims for Railways

185

Dated

Recd. Encl. 6

G. O. 11 Nov., No. 2747.

Nos. 166 & 169

Madras Railways.

Papers relative to letters from Govt. Engineer regarding land required for Madras Ry at the Mount Fort.

R: 379-81.