M.R.O. 1—10,000—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. 1132-Rly Press
B.P. No. ~~Mis.~~
575 & 577

Dated 18. 6-1870 195 .

Not to be folded or roughly handled

Read the following papers :—

No. 375. 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, 25th March 1874, No. 187.

Adverting to my letter, dated the 17th instant, No. 157, I have the honour to lay before Government the estimate called for in paragraph 2 of their Order, dated the 23rd January 1874, No. 155, showing approximately the cost likely to be involved by the construction of a passenger station near the Penitentiary.

2. The extension of the line to the east of the goods station is estimated to cost Rupees 47,224, and the passenger station Rupees 2,43,994, in all Rupees 2,91,218. The value of the land and houses whose purchase is rendered necessary by the location of the passenger station is estimated* by the Collector of Madras at Rupees 1,20,354, making a total of Rupees 4,11,572. Of this sum, the cost of the passenger station, Rupees 2,43,994, is of course not due to the fact of its location near the Penitentiary.

* *Vide* letter, 11th March 1874, No. 156, herewith enclosed.

3. A ground-plan, showing generally the proposed station arrangements, is also enclosed.

From A. McC. WEBSTER, Esq., Acting Collector of Madras, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 11th March 1874, No. 156.

In reply to your letter, No. 116, of the 9th ultimo, I have the honour to inform you that the extra cost to Government on account of the construction of a separate passenger station near the Penitentiary in addition to the goods station near the Asylum buildings, is likely to be Rupees 1,20,000 after deducting the probable realizations by sale of materials. A statement showing particulars is enclosed, and in it I have included the value of the area of Jordon's Road and Male Asylum Road, as it may have to be paid to the Municipal Commissioners in the event of the road diversion marked 6 on the plan not being carried out.

2. I have not included in the estimate the land required for a play-ground for the Asylum marked 7 on the plan, or for the road diversion, as their acquisition appears to have been rendered necessary, not by the separation of the passenger from the goods station, but on account of the goods station itself.

Statement of additional Cost to Government on account of the separation of Passenger Traffic from Goods Station, Carnatic Railway Company.

No.	Items.	No. on Railway Plan	Compensation as preliminary estimated.	Amount realized by sale of property.	Net cost payable to Government.	Remarks.
			Rs. A. P.	Rs. A. P.	Rs. A. P.	
4	Penitentiary Warders' huts ...	2	3,800 0 0	2,800 0 0	6,600 0 0	Property of Government which will probably have to be paid for Provincial Funds.
	Do. lands ...	2	11,400 0 0	.....	11,400 0 0	
8	Friend-in-need Society's Workshops	1	21,354 5 6	3,600 0 0	17,754 5 6	Private property.
	Road, Walker's	1	2,000 0 0	.....	2,000 0 0	Compensation payable to private individuals.
	Houses, Pagoda, etc., on opposite side of Friend-in-need Society	5	70,000 0 0	3,000 0 0	67,000 0 0	
...	Jordon's Road and Male Asylum Road	1	16,500 0 0	.....	16,500 0 0	Compensation payable to the Municipality.
	Total...	...	1,20,054 5 6	9,600 0 0	1,20,454 5 6	

MADRAS,
11th March 1874.

(Signed) A. McC. WEBSTER,
Acting Collector of Madras.

No. 376. 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, 24th April 1874, No. 218.

I HAVE the honour to lay before Government, for their consideration, a letter* from the Agent of the Carnatic Railway Company, in which Mr. Betts draws attention to the great delay which has occurred in handing over to the Company the land required for their line within the limits of the town of Madras and to the east of Whannell's Road. He alludes to the thorough and full manner in which the question as to the desirableness of extending the line to the Penitentiary was discussed before the extension was determined on by Government; and he observes that the delay in handing over the necessary land will not only retard the opening of the line and the realization of revenue, but that it will also add to the cost of the line, inasmuch as the engineering establishment will have to be entertained for a longer period.

* No. 475, 22nd April 1874, with enclosure.

2. The Chief Engineer, in the letter addressed to the Agent and forwarded by Mr. Betts, speaks of a rumour which has reached him to the effect that it has now again been proposed to terminate the line at the goods yard, and to remove the goods yard to the land at present occupied by the Spur Tank. While speaking of this only as a rumour, the Railway Authorities strongly deprecate any change in the decision which was arrived at fifteen months' ago; and they beg, if there is any prospect of a reconsideration of the question, that they may have an opportunity of expressing their views upon it.

Proceedings of the Madras Government, Public Works Department,
18th June 1874.

3. The Railway Authorities also solicit instructions as to the manner in which the cost of raising the rice-fields, which are to form part of the Male Asylum play-ground, is to be met. In the Order of Government, dated the 19th September 1872, No. 2,325, His Excellency in Council directed that before the Company could occupy the portion of the old play-ground which is required for their goods yard, the rice-fields in question should be raised by the Railway Company and handed over to the Directors of the Asylum ready for immediate occupancy and use. Mr. Logan states that he is endeavouring to arrange with the Municipality about filling in those fields, and asks how the expense is to be charged. There can be no doubt that the cost of preparing this land cannot be undertaken by the Company under their contract, and I request instructions as to how the outlay is to be defrayed.

4. The Order of Government, dated the 15th instant, No. 984A, reached this office on the 21st instant, and from its wording I gather that there is some foundation for the rumour alluded to by the Railway Authorities. I have not been honoured with instructions from Government to lay my opinion before them, but I cannot too strongly deprecate a reconsideration of the decision at which the Government arrived in January 1873, after the most full and thorough discussion of the question at issue. If there is any prospect of the subject being re-opened, I respectfully beg that the Consulting Engineer to Government, as well as the Railway Authorities, may have an opportunity of expressing his views.

5. The views of Government, as regards the two alterations in the proposed line referred to in paragraph 3 of their Order No. 984A, have been communicated to the Railway Authorities. With regard to the last clause of that paragraph I beg to observe that the site of the passenger station has already been surrendered to the Railway Company: I have, however, asked that no further work be done within it pending the receipt of further instructions.

6. In the same paragraph of the above-quoted order it is mentioned that the Government are still awaiting the details of the passenger station, plans called for on the 25th October 1872. I beg to point out that these plans were expressly called for, along with the estimates of the cost of land, etc., in order to enable His Excellency the Governor in Council to decide the question as to the extension to the Penitentiary site. In my letter, dated the 27th November 1872, No. 652, I begged that these details might be dispensed with, and that the question at issue might be determined upon other grounds; and in the Order of Government, dated the 21st January 1873, No. 193, His Excellency in Council was pleased to decide the question in favour of the extension. With my letter, No. 187, dated the 25th March 1874, I submitted a ground-plan showing generally the proposed station arrangements; and the Agent has been asked to forward, as soon as possible, the other plans of the terminus, regarding the preparation of which there has I believe been a considerable correspondence between the Railway Authorities and the Consulting Architect to Government. The information required in order to enable the Government to decide as to the widening of the Hospital bridge shall be submitted as soon as possible.

From W. S. BETTS, Esq., Agent of the Carnatic Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 22nd April 1874, No. 475.

I REGRET I have to call attention to the very great delay which is taking place in the transfer to this Company of land required for the construction of the railway within the limits of the Presidency town.

2. It will be seen from the attached copy of a letter from the Chief Engineer [illegible] Collector of Madras has intimated to our Assistant Engineer in charge of District No. 1, that the acquisition of lands to the east of the goods station has been stopped, pending a reference to Government.

3. The desirability of extending the line from Whannell's Road to the Penitentiary site was so fully considered when Government desired the extension should be made, that it seems to me especially unfortunate the works should be so greatly delayed by re-opening the subject.

4. I need hardly point out that the non-handing over of land not only throws back the completion of works of construction and thereby retards the opening of the line for public traffic and the realization of revenue, but it adds to the cost of the line, as while this delay occurs our fixed engineering establishment must be kept up.

5. It further causes inconvenience, if not loss to other interests, as will be seen from the following copy of a communication, dated the 16th instant, which has been addressed to me by the Manager of the Madras Tramway Company. "Our Resident Engineer, Mr. Inman, has been for some time past in communication with Mr. Fox, the Engineer of the Carnatic Railway Company, with reference to arrangements for carrying on, in conjunction, the necessary works at the level crossing near Law's Bridge. So much unnecessary delay has taken place on the part of the Carnatic Railway Company that I now feel constrained to give you notice that the works of this Company must at once proceed without further delay, and further to give you notice that should the Carnatic Railway Company hereafter in any way interfere with the works then in progress or completed, I shall, on behalf of this Company, hold them responsible for any damage or loss that may arise from such proceedings on their part."

6. I beg you will bring this subject promptly under the notice of Government and solicit that immediate instructions be given for the acquirement and transfer of the required land.

7. With respect to Mr. Logan's remarks regarding the filling in of the rice-fields to be made over to the Male Asylum, I have to inform you that Mr. Fisher states there was no undertaking on the part of this Company to pay the cost thereof; will you please, therefore, arrange how the expense is to be borne.

From the Chief Engineer, to the Agent, Carnatic Railway, dated 15th April 1874, No. 1,237.

I HAVE heard from time to time demi-officially from Mr. Fox that there appears to be some uncertainty in the matter of handing over the land necessary to enable us to extend the line from the goods yard site at Whannell's Road to the Penitentiary. I think it would be well to ascertain at once how matters really stand, because it will be to the advantage both of the Company and of Government that we should not undertake work which may be countermanded.

2. I understand that the Asylum road diversion has been abandoned on the score of the expense of acquiring the requisite land.

3. The Municipal Engineer has expressed to Mr. Fox the willingness of the Municipality to hand over the roads with which we have to deal in Madras, that the work may at once be commenced.

4. The Collector of Madras tells Mr. Fox that he has stopped the acquisition of lands to the east of the goods station pending the orders of Government. This being so I do not feel myself at liberty to incur expenditure on a part of the line which seems to be still under discussion.

Proceedings of the Madras Government, Public Works Department,
18th June 1874.

5. If there is really any reconsideration of the sanction to construct the line into the Penitentiary site, I think you will agree with me that we should have as early an opportunity of representing our views on the subject as possible, because it is not at all a mere matter of expenditure.

6. I have heard a rumour that it has been suggested to terminate the line at the goods yard and to remove the goods yard to the Spur Tank, to be abandoned as a tank.

7. It is perhaps hardly worth alluding to rumour, which is usually so many and so false tongued, but I do so on this occasion to point out that if such an idea is entertained in any quarter, considerable extra expense will be entailed in foundations for buildings even should it be found that suitable gradients can be obtained between the goods yard in such a position, and the passenger station, and of this I am doubtful. Be this as it may I shall be glad to have some definite instructions as to what work may be undertaken and what is to be left for the present.

8. We are endeavouring to arrange with the Municipality about filling in the rice-fields to be made over to the Male Asylum in lieu of play-ground taken up, and hope to start this work immediately; at the same time I cannot discover under what conditions we have undertaken this work. Perhaps Mr. Fisher, who was Agent when the plan was arranged, can tell; I mean in this way, that it is undertaken by Government in the contract with the Railway Company to provide land for the works of the line free of cost to the Railway Company, whereas it appears to me that if the Company has to undertake the cost of preparing land (as in the present case) to be substituted for other land made over to them, they are in reality bearing a portion of the cost of ground which it is intended by the contract should be made over free of cost.

9. If my view is the correct one, then Government ought to fill or to bear the cost of filling in the rice-fields in question.

No. 377. ORDER THEREON, 18th June 1874, No. 1,632.

RAILWAY, No. 65.

IN granting permission to proceed with preliminary arrangements for building a separate passenger station for the Carnatic Railway in his Order, No. 198, of 21st January 1873, His Excellency the Governor in Council certainly did not contemplate that he should have to wait upwards of eighteen months after the date of his Order, No. 2,518, of 25th October 1872, for the details of the station plan. The Consulting Engineer for Railways has with his letter, No. 187, of 25th March 1874, at last submitted a ground-plan of the arrangements proposed, and has stated that the cost of carrying them out will amount to Rs. 2,43,994, a sum which he states as necessary to be laid out on the passenger station buildings whether they be erected separately from or together with the goods station buildings.

2. Considering the very great delay which has occurred in furnishing this meagre amount of information, unaccompanied by regular plans and elevations of the buildings as definitely proposed to be erected; considering also that the project for immediately widening the Hospital Bridge, sanctioned in G. O., No 1,756, of 8th May 1873, has been held in abeyance, greatly to the inconvenience of the public, on the understanding that its alteration would be treated effectively and artistically in connection with the station plans so long awaited, His Excellency the Governor in Council cannot admit the propriety of the complaint now made by the Agent of the Railway Company and supported by the Consulting Engineer in his letter, No. 248, of 24th April, as to the delay that has occurred in handing over the land and roads required for the proposed line between the goods and passenger stations.

Proceedings of the Madras Government, Public Works Department,
18*th June* 1874.

3. Pending the settlement of the Spur Tank question and completion of the new play-ground for the Asylum in which the acquisition of part of the goods station yard depends, there need be no hurry with the work more to the eastward, as nothing but works of demolition could be carried on until the detail of the passenger station should be worked out and approved. His Excellency the Governor in Council will therefore permit of no further purchase of ground till every detail connected with the passenger station plan and arrangements has been satisfactorily laid before him, as already ordered in G. O., No. 984-A, of 15th April.

4. The cost of filling in the new Asylum play-ground will be met from Imperial Funds and charged against State outlay in connection with Guaranteed Railways, in consonance with the separate orders regarding that ground passed on the Collector's letter, No. 73, of 23rd April.

5. The rumour alluded to in the 2nd paragraph of this letter is one to which no proceedings of Government have justified any credence being attached.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Revenue Department.
,, Officiating Controller of Public Works Accounts.
,, Public Dept.

Exd. E. C. Shunker.

Spare Copies

No. 156 Madras Collectors Office
11th March 1874.

From
The 1st Collector of Madras.
To
The Consulting Engineer
for Railways.

Sir,

I have the honor to enclose for the
[illegible] the extra cost to be incurred on account of
the Construction of a Separate Passenger
Station and [illegible] in addition to the
Cost of Station near Poddapam according to
Estimate & Plan passed after deducting the
probable Realization by Sale of materials &
Statement showing particulars in detail,
and in which I have included the value of the
area of Godown and Male & Female Road,
as I may have to be paid to the Municipal
Commissioners in the event of the Roads alienated
marked C on the plans not being Covered over
I have not included in the Estimate
the Carriage Engineer for a Play Ground for the
Asylum marked D on the plans or for the road
thereon as I [illegible] appear to have been
Enclosed

Statement of Settlement and Extinguishment on account of the Separation of Newcastle Station from Jacobstown Station

	Railway Company	No. of Compensation Claims	Amount approximately estimated	Sum of Settlement	Sum of Settlement payable to Government	Remarks
1	Eastern Railway					
2	Do	Do	Do	Do	Do	
3	Newcastle Harbour Dock Co.	2.	7000	2800	600	Value of Government Value will probably have to be paid to Government Trust
4	Do Land	2.	11400		11400	
5	Municipal Newcastle Borough	X	212554	3800	17403 56.	Amount property Compensation payable to Government
6	Do Harbour	X	2000		2000	
7	Various Persons on application of Newcastle Road Board	X	14001	3000	6000	Individuals
8	Jacobstown Road & Market Gardens Road	1	1500		1500	Payable to the Municipality
	Total		129554	6	120354 56	

Railway Valuation Office
Newcastle 1874

Thos. Edwards
Valuer for Railways

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 187.

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,

According to my Letter dated the 17th instant, No. 157, I have the honour to lay before Government the estimate called for in paragraph 2 of their Order dated the 23rd January 1874, No. 155, showing approximately the cost likely to be involved by the construction of a passenger station near the Penitentiary.

2. The extension of the line to the east of the goods station is estimated to cost Rs. 44,224, and the passenger station Rs. 2,43,994: in all Rs. 2,91,218. The value of the land

Carnatic Railway Company.

AGENT'S OFFICE

No. 475 *Negapatam* 22nd *April* 1874.

From

The Agent

CARNATIC RAILWAY

To

The Consulting Engineer
for Railways
Madras

Sir

I regret I have to call attention to the very
great delay which is taking place in the transfer
to this Company of land required for the con-
struction of the railway within the limits of
the Pondicherry town

It will be seen from the attached
copy of a letter from the Chief Engineer and the
Collector of Madras how anxious the
Local Engineer in charge of District Work
that the acquisition of land to the east of
the goods station has been objected, pending
a reference to Government

The desirability of extending the
Line from Chanuelpet road to the Pondicherry
side was so fully considered when Govt
decided the extension should be made, that
it seems to me especially important that
the works should be so greatly delayed
by the opening the subject

I need hardly point out that the
non handing over of land not only throws
back the completion of works of Government
and thereby retards the opening of the
line, for public traffic and the realization

Railway Department.

1874

From

The Consulting Engineer
for Railways,

To

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

Dated 25th May 1874

Read

Answered

Submitted for Signature

Signed

Despatched

of revenue; but it adds to the cost of the line, as while this delay occurs our fixed Engineering Establishment must be kept up.

It further causes inconvenience, if not loss to other interests, as will be seen from the following copy of a communication, dated the 16th instant, which has been addressed to me by the Manager of the Madras Tramways Company "Our Resident Engineer, Mr Inman "has been for some time past in communication "with Mr Fox, the Engineer of the Carnatic R. Co "with reference to arrangements for carrying "on, in conjunction, the necessary works at "the level crossing near Law's bridge. So "much unnecessary delay has taken place "on the part of the Carnatic Railway Company "that I now feel constrained to give you notice "that the works of this Company must at "once proceed without further delay, and "further to give you notice that should "the Carnatic Railway Company hereafter "in any way interfere with the works then "in progress or completed, I shall, on behalf "of this Company hold them responsible "for any damage or loss that may arise "from such proceedings on their part"

I beg you will bring this subject promptly under the notice of Government and solicit that immediate instructions be given for the acquirement & transfer of the required land.

With respect to Mr Logan's remarks regarding the filling in of the rice fields

to

to be made over to Mr Mark Reyburn, I have
to inform you Mr & Mrs Jenkins would like
me to make arrangements on the part of them
Company to pay the rent there of. until
you please Hereafter and give the Possession
to Mr Le Brun.

I have the honor to be
Sir
Your most obedient Humble
Servant

Parrambadie Railway

Letter from the Chief Engineer to the Agent
dated 15th April 1874 No 1237

I have heard from time to time
demi-officially from Mr Fox that there
appears to be some misunderstanding in the
matter of handing over the land necessary
to enable us to extend the line from the
Goods yard ends at Whannells Road to
the Peninsula. I think it would be well
to ascertain at once how matters really
stand because it will be to the advantage
both of the Company and of Government
that we should not unnecessarily be kept
as we may be encumbered.

I understand that the Arbitration Road
diversion has been abandoned on the score
of the expense of acquiring the required
land.

The Municipal Engineer has ex-
pressed to Mr Fox the willingness of the
Municipality to hand over the roads with
which we have to deal in Madras, that
the work may at once be commenced

The Collector of Madras tells Mr
Fox that he has stopped the acquisition of
lands to the east of the Goods station
pending the decision of Government. This
being so I do not feel myself at liberty
to incur expenditure on a part of the
line which seems to be still undecided
however

If there is really any reservation
action of the Municipality to connect the line
into

into the Peninsular side, I think you will agree with me that we should have an early opportunity of representing our views on the subject as possible, because it is not at all a mere matter of expenditure.

I have heard a rumour that it has been suggested to terminate the line at the Goods yard, and to remove the Goods yard to the Spurn tank, to be abandoned as a tank

It is perhaps hardly worth alluding to rumour, which is usually so many and so false tongued, but I do so on this occasion to point out that if such an idea is entertained in any quarter, considerable extra expense will be entailed in foundations for buildings even should it be found that suitable gradients can be obtained between the Goods yard in such a position, and the Passenger station, and of this I am doubtful. As this as it may I shall be glad to have some definite instructions as to what work may be undertaken and what is to be left for the present

We are endeavouring to arrange with the Municipality about filling in the river fields to be made over to the Male Asylum in lieu of play ground taken up, and hope to start this work immediately. At the same time I cannot discover under what conditions we have undertaken this work. Perhaps Mr Fowler who was Agent when the plan was arranged can tell. I mean in this way that as we undertaken by Government

in

in the contract with the Railway Company to provide land for the works of the line free of cost to the Railway Company, whereas it appears to me that if the Company has to indemnify the cost of preparing land (as in the present case) to be rendered for other land made over to them, they are in reality bearing a portion of the cost of ground which it was intended by the Contract should be made over free of cost.

If my view is the correct one Her Government ought to pay or to bear the cost of felling in the free fields in question.

True copy
Wm Cahill
Chief Clerk

Railways Department

Circ: Engrs Office
No 2481

From

Lieut Colo J. M. M. Shaw Stewart R.E.
Circ: 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 lay before Government, for their consideration, a letter from the Agent of the Carnatic Railway Company in which Mr Betts draws attention to the great delay which has occurred in handing over to the Company the land required for their line within the limits of the town

No 475
22nd April 1874
with enclosure

of Madras and to the east of
Whannell's Road. Read
- Under the thorough and full
manner in which the question
as to the desirableness of extend-
-ing the line to the Penitentiary
was discussed before the extension
was determined on by Government,
and he observes that the delay
in handing over the necessary
land will not only retard the
opening of the line and the reali-
-zation of revenue; but that it will
also add to the cost of the line,
inasmuch as the Engineering
establishment will have to be
entertained

entertained for a longer period.

2. The Chief Engineer,
in the letter addressed to the A.
and forwarded by Mr Betts,
speaks of a rumour which has
reached him to the effect that
it has now again been proposed
to terminate the line at the goods
yard, and to remove the goods
yard to the land at present oc-
-cupied by the Spur tank.
While speaking of this only as a
rumour, the Railway Authorities
strongly deprecate any change
in the decision which was arrived
at fifteen months ago; and the
beg

Coy, if there is any prospect of a reconsideration of the question, that they may have an opportunity of expressing their views upon it.

3. The Railway Authorities also solicit instructions as to the manner in which the cost of making the rice fields, which are to form part of the Male Ary town playground, is to be met. By the Order of Government dated the 19th September 1893, No 2325, His Excellency in Council directed that, before the Company could occupy the portion of the old playground

ground which is required for their goods yard, the rice fields in question should be valued by the Railway Officers and handed over to the Directors of the Company for immediate occupancy and use.

Mr Logan states that he is endeavouring to arrange with the Municipality about filling in those fields, and asks how the expense is to be charged. There can be no doubt that the cost of preparing this land cannot be undertaken by the Company under their Contract, and I request

request instructions as to how
the outlay is to be defrayed.

4. The Order of
Government dated the 15th instant,
No 984 A, reached this office
on the 21st instant, and from
its wording I gather that there
is some foundation for the rumour
alluded to by the Railway Authori-
-ties. I have not been hon-
-oured with instructions from
Government to lay my opinion
before them, but I cannot too
strongly deprecate a reconsidera-
-tion of the decision at which
the

the Government arrived in Ja-
-nuary 1893, after the most full
and thorough discussion of the
question at issue. If there
is any prospect of the subject
being reopened, I respectfully
beg that the Consulting Engineer
to Government, as well as the
Railway Authorities, may have
an opportunity of expressing his
views.

5. The views of Govern-
-ment, as regards the two altera-
-tions in the proposed line referred
to in paragraph 3 of their Order

No. 9844, have been communicated to the Railway Authorities. With regard to the last clause of that paragraph I beg to observe that the sale of the passenger station has already been surrendered to the Railway Company: I have however asked that no further work been done within it pending the receipt of further instructions.

6. In the same paragraph of the above-quoted order it is mentioned that the Government are still awaiting the details of the passenger station plans called for on the 25th October 1892.

I beg to point out that these plans were expressly called for, along with the estimates of the cost of land, &c., in order to enable His Excellency the Governor in Council to decide the question as to the exclusion of the Penitentiary site. In my letter dated the 27th November 1892, No 652, I begged that these details might be dispensed with, and that the question at issue might be determined upon other grounds; and in the Order of Government dated the 21st January 1893, No 198, His Excellency

in Council was pleased to decide
the question in favour of the
extension. With my letter
No 181, dated the 25th March 1874,
I submitted a ground plan,
showing generally the proposed
station arrangements; and the
Agent has been asked to forward
as soon as possible the other
plans of the terminus, regarding
the preparation of which there
has I believe been a considerable
correspondence between the Rail-
-way Authorities and the Con-
-sulting Architect to Govern-
-ment. The information
required

Madras
24th April
1874

required in order to enable the
Government to decide as to the
widening of the Hospital Bridge
shall be submitted as soon as
possible.

I have the honour to be
Sir,
Your most obedient servant
Lieutenant
Lieut Col RE

To: Engr for Railways

182 Public Works Department

Proceedings of the Madras Government

Read the following

From Lt. Col. Ley, Supt. Pon. (P.R. No. 107 of 20th March 1875)
—— Lt. —— &c —— (P.R. No. 268 of 26th April 1875)

In granting permission to proceed with preliminary arrangements for building a separate Lunatic Asylum for the Central Division of the Madras Presidency vide G.O. No. 198 of 21st January 1875, His Excellency the Governor in Council certainly did not contemplate that there should be two separate Asylums for the Presidency

Sub-Warden's Office, Ootacamund, 24th April 1875.

From

The Superintendent, Lunatic Asylum, Madras.

To

The Chief Secretary to Government, Public Department, Fort St. George.

Sir,

I have the honor to request that the Government will be pleased to sanction the construction of a Lunatic Asylum for the Central Division of the Presidency at Vellore, the Asylum at Madras being reserved for the Native Population of the Presidency Town.

I have &c

(Signed) [illegible]

No. 25.

25th February 1902.

Re Details of the Station Plans. Submitting Designs for Railway Station Buildings at Woolloomooloo.

Submitted a ground plan of the arrangement proposed and has stated that it will accommodate 2,000 persons; a design which is stated to be laid out on the Railway Station Buildings at Redfern may be erected separately from or together with the Station Buildings.

Considering the information furnished by the Commissioner for Railways

to secure his excellency's orders in person concerning the proposed purchase of the Eastern Province and stated by his Excellency in his letter No 220 of 28th April as to the delay that has occurred in handing over the land and lots required for the purpose between the goods and passengers stations. Pending the settlement of this last question, and completion of the arrangement for the disposal of

in which the negotiations for the goods station and grounds there attached to which the land is to be exchanged, the Eastern Province Railway Company and the Friend in need Iron shop and Penitentiary buildings as nothing but works of demolition could be carried on until the details of the Railway

Station should be worked out and approved. His Excellency the Governor in Council will therefore permit of no further purchase of ground till every detail connected with the Passenger Station Plan and arrangements has been satisfactorily laid before him, as already ordered in G. No. 984 A of 15 April.

The Consulting Engineer has no grounds for assuming as he does, that he is not sufficiently consulted by the Govt, or that he is kept in ignorance of their intentions or decision. What apparent indecision there may be in their Counsels on the subject under review is solely attributable to their being kept so long uninformed as to details which it was his duty to have laid before them at a much earlier date.

The cost of filling in the new Asylum Play Ground will be met from Imperial Funds and charged against State Outlay in connection with Guaranteed Railways in consonance with the separate orders regarding the

Had ground passed on
the Co-Electors letter of
73 of 23d April.

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The reasons adduced in
the 2d para of this
letter is one to which no
Executive Govt could possibly accede
& ought to be objected.

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To the Comptroller
" Revenue Dept
" Customs
" Public Dept
" Capt Despatch Office

375-377

Ch 8/8/62 Des 29/8/62

Govt. of 1874 Madras.

PUBLIC WORKS.

Dated

Read

Encl. 5

G. O. 18 January No. 1032

Railway.

Railway

Railways

Railway