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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	63-64	Press
B.P. No.	(Rly)	Mis.
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Dated	12-1-1874	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th January 1874.*

No. 130. Read the following letter 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, 27th November 1873, No. 637:—

In compliance with the instructions conveyed in the Proceedings of Government, dated the 19th September 1873, No. 2,331, I have the honour to submit two letters* from the Agent of the Carnatic Railway Company bearing upon the question of the telegraphic requirements of the Company during construction of the line of railway between Madras and Cuddalore.

2. It will be seen that the Agent and the Chief Engineer are of opinion that the Government line of telegraph would be of comparatively little use to the Company during construction; and an examination of the map submitted by the Chief Engineer seems sufficient to confirm this opinion. Mr. Logan has gone into the question so fully that it is only necessary for me to express my entire concurrence with him and Mr. Betts upon this point.

3. In connection with this line of telegraph, two other questions are brought forward in the letters now submitted: *first*, the relative advantages of erecting the wire in the first instance temporarily and permanently; and, *second*, the proposal to extend at once the Company's wire from Cuddalore southwards to Tanjore, so that the Engineering head-quarters at Trichinopoly may be in direct and uninterrupted telegraphic communication with every Engineer upon the line under construction.

4. As regards the first of these points, I have already* given my decided opinion in favour of the superioremoney of erecting the wire in the first instance in a permanent manner. The figures now given by Mr. Logan are conclusive upon this point, and I strongly recommend that his proposal be adopted.

5. With regard to the second point, there can be no doubt that the immediate erection of the Company's wire between Cuddalore and Tanjore would be of great assistance during the construction of the northern portion of the line; but it seems to me doubtful whether the proposal could be conveniently carried out until the land required for the Cuddalore-Tanjore Extension has been taken up. The line of railway along this section will run at some distance from the public road; and, in reply to a reference on the point, Mr. Logan suggests that the wire should be erected across country, along the proposed line of railway, in anticipation of the land being made over to the Company. This course seems, however, to be open to several objections, and I do not see how it could be practically carried out without considerable inconvenience and difficulty.

6. I am of opinion that the most satisfactory arrangement would be to allow the Company to at once erect their wire in a permanent manner between Madras and Cuddalore; and, as soon as the Government of India are able to accord general approval to the proposals for constructing the Cuddalore-Tanjore Extension, to permit the Company to apply for the necessary land, in order that the telegraph wire along this portion may be laid with as little delay

Proceedings of the Madras Government, Public Works Department,
12th January 1874.

The estimates, etc., for the Cuddalore-Tanjore Extension were laid before His Excellency the Governor in Council upon the 11th November, so that it is not impossible that the Government of India may be able to signify their approval of the general proposals during next month or during January 1874.

From W. S. BETTS, Esq., Agent of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 29th September 1873, No. 302.

With my letter No. 5,077, of the 20th June last, I forwarded to you a report and estimate of cost of the Northern Extension of the Great Southern of India Railway from Tanjore to the river Coleroon. Referring to his remarks therein regarding the loss of capital which results from erecting the telegraph wire upon temporary posts, Mr. Logan now wishes me to ascertain if Government will sanction his making arrangements to construct the line of telegraph between Madras and Cuddalore (required for the use of the Engineering Department during construction of the Carnatic Railway) upon permanent instead of on temporary posts.

3. The Chief Engineer informs me there is a sufficient stock of wire on hand in the Great Southern India Stores Department to reach from Tanjore to Madras, and that it would greatly facilitate his operations if Government would permit him to erect the telegraph at once along the whole line of the Great Southern and Carnatic Extensions. I trust you will be able to recommend this application for the favourable consideration of Government.

From the same Officer, dated Negapatam, 22nd November 1873, No. 353. Your letter No. 279 of the 1st ultimo. I attach hereto copy of a report and tracing received from the Chief Engineer, in which he strongly recommends that the railway telegraph line between Madras and Tanjore should be at once permanently erected. Before the railway is ready for traffic the telegraph must be in working order, and I consider it would be to our interest to erect it at once rather than wait until the works of construction are farther advanced. The using of the existing Government telegraph wire between Madras and Cuddalore for railway purposes would be attended with such constant interruption to the public service that I doubt whether the Director of Government Telegraphs would consent to adopt the suggested arrangement. We should require a Telegraph Office to be established at the head-quarters of each Assistant Engineer.

From the Chief Engineer, to the Agent and Manager, Carnatic Railway Company, dated Trichinopoly, 18th November 1873, No. 370-110.

Your No. C 33-1060 of 9th ultimo. I deferred replying to this until from personal inspection of the proposed line of railway I should be better able to understand its position relatively to the line of Government Telegraph between Madras and Cuddalore. In deciding to defer my report in this way, I was under the impression that the Government of India meant us to use their posts in suspending an additional wire for the use of the railway; but, on re-reading the letter on the subject, (dated Simla, 27th August 1873,) I find that it is clearly asked if "the existing line of wire with slight additions will not suffice for the present." The adoption of this suggestion would be to us of so little practical value that I at first fell into the error of supposing that a separate wire on the Government posts was meant.

On the Southern Extension of the Great Southern of India Railway the line of telegraph is sometimes for nearly the whole day in the hands of the Engineers on important matters connected with the works, and it is evident that unless the wire is entirely in our own hands, I have no guarantee that at the most critical times I might not be shut out from its use. I do not think therefore, even if we could use the Government wire over the whole of the line between Madras and Cuddalore, that it would be nearly of the value which a private line to us, although, of course, I would rather have the Government line than none. A line of telegraph could only be used between Madras and Tindevanum, a few miles, while over the remaining portion of the railway to Cuddalore, 53 miles, a separate wire would have to be run, because the Government wire leaves the line

Proceedings of the Madras Government, Public Works Department,
12th January 1874.

of railway at Tindevanum and runs via Pondicherry to Cuddalore, where it again touches on the line of railway as will be seen from the accompanying Map A.

The Government wire is at Pondicherry about 22 miles due east of the railway line.

To be of anything like the service which the telegraph ought to be during construction, I am convinced that we ought to have our own private wire, and it appears to me that the business-like and practical plan is to set this up at once in a permanent manner where we must, under any circumstances, have a permanent telegraph before the line can be worked.

The plea upon which the Director-General of Telegraph opposed this on the Southern Extension of the Great Southern of India Railway was that the telegraph materials could more easily and more economically be distributed when the rails are laid and available for the transport of material.

If no line of telegraph were required during construction no doubt this would hold good. But the advantages secured by having constant and immediate command from head-quarters over any portion of the works are so great that the extra cost entailed in setting up the telegraph before the materials can be distributed by rail is fully justified. But I would beg to point out that additional, and, so far as I can see altogether, unnecessary cost is entailed by erecting a temporary telegraph where a permanent line must eventually be placed, instead of at the outset setting up the permanent line.

The charges common to the two plans, temporary and permanent, are the distribution of the instruments, wire, brackets and the labour in stretching the wire, and these may therefore be set aside in a comparison of costs.

The distribution of the permanent posts by cart would entail an expenditure of about Rupees 2,700 over the line between Madras and Cuddalore, a distance of about 130 miles. To erect a temporary line of posts over the same ground would cost about Rupees 3,900, and, therefore, the temporary line would be more costly to the undertaking by Rupees 1,200 than if a permanent one were set up from the beginning.

It would, of course, be of no use to erect a wire of our own from Madras to Cuddalore only, because we should still be dependent on the Government wire from thence to our own system at Negapatam, and I ask permission therefore to put up at once the line between Cuddalore and Tanjore, and so place ourselves, as we ought undoubtedly to be, in complete and independent command of our now very extended charge. If this is not done great delay and extra cost will, I feel sure, be entailed during construction, and when any portion of the line from Madras to Cuddalore shall be opened for traffic, as I trust it will be before long, I fail to see how you, as Traffic Manager, are to direct the working of the line without independent telegraphic communication from head-quarters; and whether these are in Negapatam or Madras the difficulty will remain, for in the former case you will be cut off from the Madras end, and in the latter case from the southern and larger traffic operations.

If the line is put up permanently along the whole of the projected railway from Madras to Tanjore the estimated saving as against a temporary line of posts will amount to about Rs. 2,012.

No. 131. ORDER THEREON, 12th January 1874, No. 63.

RAILWAY, No. 21.

ORDERED that the Government of India be addressed.

(Here enter No. 64, dated 12th January 1874)

(True Extract.)

Colonel R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shanker.

Spare Copies.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 12th January 1874.

No. 132.

No. 64.

From

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 22.

SIR,—I am directed to acknowledge the receipt of your letter of the 27th August 1873, No. 1,510 G. R., inquiring

whether the existing line of Government telegraph will, with slight additions, suffice for railway requirements during the construction of the Carnatic Company's works between Madras and Cuddalore, and intimating that a temporary wire will probably be wanted between Cuddalore and Tanjore hereafter.

2. In reply I am to forward the accompanying letters in which it is explained that the Government telegraph line from Madras to Cuddalore follows the route of the railway for a distance of 75 miles only, leaving 53 miles to be served with a new set of posts and wire. Irrespective of this drawback, however, it seems doubtful whether the proposed arrangements can be worked with anything like satisfactory results.

3. As to a temporary line of telegraph it is shown that if this expedient be adopted between Madras and Cuddalore in preference to laying a permanent line in the first instance an additional cost of Rupees 1,200 would be entailed on the Company, while for the whole distance between Madras and Tanjore the extra cost would amount to Rupees 2,012. A permanent line in the first instance therefore seems the preferable arrangement, and, in the opinion of His Excellency the Governor in Council, it should be established on an independent basis; and as it is highly desirable that unbroken telegraphic communication between the Carnatic and Great Southern of India Railway systems should be introduced with the least practicable delay, I am to recommend that the approval of the Government of India may be accorded to the erection of a permanent line on the Carnatic Railway from Madras to Tanjore as soon as possession of the land can be acquired.

4. The estimates for the line of railway between Cuddalore and Tanjore are now under the consideration of Government, and will be shortly laid before the Government of India.

I have the honour to be.

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 637.

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,

In compliance with the instructions conveyed in the Proceedings of Government dated the 19th September 1873, No. 2321, I have the honour to submit two letters from the Agent of the Carnatic Railway Company bearing upon the question of the telegraphic requirements of the Company during construction of the line of railway between Madras and Cuddalore.

2. It will be seen that the Agent and the Chief Engineer are of opinion that the Government line of telegraph

No. 303 - 29th September 1873.
353 - 22nd November 1873
with enclosure and map.

telegraph would be of comparatively little use to the company during construction, and an examination of the map submitted by the Chief Engineer seems sufficient to confirm this opinion; Mr. Logan has gone into the question so fully that it is only necessary for me to express my entire concurrence with him and Mr. Petts upon this point.

3. In connection with this line of telegraph two other questions are brought forward in the letters now submitted. First, the relative advantages of erecting the wire in the first instance temporarily and permanently; and second, the proposal to extend at once the company's wire from Kudalalere southwards to Tanjore, so that the Engineering head-quarters at Trichinopoly may be in direct and uninterrupted telegraphic communication with every Engineer upon the line under construction.

4. As regards the first of these points, I have already given my decided opinion in favour of the superior economy

* Vide Proceedings of Government - 19th July 1873 N. 1849.

economy of erecting the wire in the first instance in a permanent manner. The figures now given by Mr. Logan are conclusive upon this point, and I strongly recommend that his proposal be adopted.

5. With regard to the second point, there can be no doubt that the immediate erection of the company's wire between Kudalalere and Tanjore would be of great assistance during the construction of the northern portion of the line; but it seems to me doubtful whether the proposal could be conveniently carried out until the land required for the Kudalalere - Tanjore extension has been taken up. The line of railway along this section will run at some distance from the public road; and in reply to a reference on the point, Mr. Logan suggests that the wire should be erected across country, along the proposed line of railway, in anticipation of the land being made over to the company. This course seems however to be open to several objections, and I do not see how it could be practically carried out without considerable inconvenience and difficulty.

I am of opinion that the most satisfactory arrangement would be to allow the company to at once erect this wire in a permanent manner between Madras and

and budlalare, and, as soon as the Govern-
 -ment of India are able to accord their
 general approval to the proposals for con-
 -structing the budlalare - Tanjore extension,
 to permit the company to apply for the ne-
 -cessary land, in order that their telegraph
 wire along this portion may be erected
 with as little delay as possible. The
 estimates, &c., for the budlalare - Tanjore
 extension were laid before His Excellency
 the Governor in Council upon the 4th No-
 -vember, so that it is not impossible that
 the Government of India may be able to
 signify their approval of the general pro-
 -posals during next month or during
 January 1874.

I have the honour to be
 Sir
 your most obedient servant
 Madras
 27th November
 1873
 W. M. M. M.
 Cons. Engineer for Railways

1873.
 No. 6478.
 The Consulting Engineer
 for Railways,
 The Secretary to Government,
 P. W. Department,
 Fort Saint George,
 Madras.
 Recd. 27th Nov. 1873.
 Dated 27th Nov. 1873.
 I have the honour to be
 Sir
 your most obedient servant
 Madras
 27th November
 1873
 W. M. M. M.
 Cons. Engineer for Railways

No 63
 Proceedings of the
 From the Engineer for
 Ryo
 (H. No 637 of 27 Nov/73)

To the Engineer for Ryo
 Dec 2 1873

Ordered that the
 Government of India be
 addressed.
 The Secretary to the
 Government of India
 I am directed to
 acknowledge the receipt
 of your letter of the 27th
 August 1873, No. 1510, R.
 inquiring whether the
 existing line of Govern-
 ment telegraph will, with
 slight additions, suffice
 for railway requirements
 during the construction
 of the Carnatic Canal
 and its works between
 Madras

P. M. 1873 Richard

Mo
 4/12

RAILWAY DEPARTMENT.

as Madras and Cuddalore,
and intimating that a
temporary wire will prob-
ably be wanted between
Cuddalore and Tanjore
hereafter.

In reply I am to for-
ward the accompanying
letters in which it is
explained that the sub-
telegraph line from
Madras to Cuddalore
follows the route of the
Railway for a distance
of 75 miles only, leaving
55 miles to be served
with a new set of posts
and wire. In respect to
of this drawback however
it remains doubtful
whether the proposed
arrangements can be
worked with anything
like satisfactory results.
As to a temporary
line of telegraphs it is
shown in the above

shown that if this system
is adopted between
Madras and Cuddalore,
in preference to laying
a permanent line in the
first instance, an additional
cost of Rs 1200 would be
incurred on the Company
while for the whole
distance between Madras
and Tanjore the extra
cost would amount to
Rs 20000 permanent
line in the first instance
therefore seems the
preferable arrangement
and in the opinion of
His Excellency the Governor
in Council it should
be established on an
independent basis; and
as it is highly desirable
that unbroken telegraphic
communication between
the Carnatic and
G.S. of S. Railway systems
should

Circular for the
 Secy of the Govt

should be introduced with
 the least practicable delay,
 I am to recommend that
 the approval of the Govt
 of India may be accorded
 to the erection of a prima-
 rily line on the Carnatic
 Railway from Madras
 to Tanjore in accordance
 with the provisions of the Land
 Acquisition Act.

The estimates for
 the line of Railway between
 Cuddalore and Tanjore
 are now under the
 consideration of the
 and will be submitted
 to the Govt of India
 before the 1st of

the 1st of January 1874
 and the Government
 of India will be
 informed of the
 result of the
 consideration of the
 estimates.

Despatched 14/1/74
 30 copies of G.O. 63 of 1874
 plan.

Recd 5-12-73 R.S. 11/73
 10/12/73 R.S. 11/73

No. 6478
Gobt. of 1873 Madras
PUBLIC WORKS.

The Consulting Eng.
for Railways

The Secret ary to the Govt.
of India

Dated

Recd.

Encl. 3

G. O. 12th Aug 1873 No. 637
64

Nos. 130-131 & 132

Madras Railway. Paping
orders on letter from the
Chief Eng. reporting on the
question of the telegraphic
requirements of the Rylo.
During the construction of
the line from Madras to
Dulore and Tanjore

Recd. 5-12-73 R. S. M. 173
Secy. to Govt. 53