M.R.O. 1—10,006—28-2-50.

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 2627-28 Press Original
B.P.—No. —Mis.—

Dated 15-9-4874 —195—.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 15th September 1874.

No. 320. 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, 28th August 1874, No. 517 :—

REFERRING to the Order of Government under date the 3rd August 1874, No. 2,125, I have the honor to submit two letters* from the Agent of the South Indian Railway, in which are given the Chief Engineer's reason for urging the immediate erection of a permanent telegraph along the line of railway now under construction between Madras and Tanjore, together with an estimate of the cost of maintaining and working a permanent as compared with a temporary line.

* No. 47, dated 20th August 1874.
„ 55, „ 24th „ „

2. The Government of India appear to be under some misapprehension in paragraph 2 of their letter, dated 24th June 1874, No. 1,425-R., where it is stated that " adjoining the line of railway is a metalled and bridged road, along which there is communication by mail cart for letters, and by the Government telegraph at the principal stations for urgent messages." Mr. Logan explains that the large rivers Palar and Pooniar are not bridged, so that communication is stopped in heavy floods, and as for telegraph stations there is not one between Madras and Pondicherry.

3. The Government telegraph passes some miles from the sites of the bridges to be erected over the Palar and Pooniar, so that there would be no direct communication with these important works even if stations existed. As, however, these do not exist, it will be necessary in any case to provide the same instruments and establishment as will be required for working the telegraph which it is proposed to erect along the line of railway.

4. Mr. Logan points out the great inconvenience he experiences in communicating with his Engineers on the northern as compared with the southern extension, where direct telegraphic communication is available. In all cases in which railways have been undertaken in this Presidency a line of telegraph has been the first portion of the work carried out, and from the Government of India sanctioning a temporary line along the Southern Extension, it was assumed that they recognised the necessity for this procedure.

5. It has, I think, been conclusively shown that the Government telegraph from Madras to Tindevanum, even if stations were opened along it, is so situated as to be of little or no assistance in the construction of the railway, and if this be conceded, the question lies altogether between a temporary and permanent line in the first instance. The superior economy in erection, and the greater usefulness of a permanent as compared with a temporary line has been so often argued that it is only necessary here to refer to the estimate of establishment and maintenance in each case. Mr. Logan shows that the cost of maintaining and working a permanent line for two years will be Rupees 17,616, and of a temporary line Rs. 19,254, the difference in favor of the permanent line being Rs. 1,638.

6. On all points it appears that a permanent line is the superior, and when the difficulties of keeping up communication on a temporary line are considered, I

trust that the Government of India will no longer withhold sanction to the construction by the Railway Company of a permanent line of telegraph between Madras and Tanjore, the question of ultimate ownership being left for the decision of the Secretary of State.

7. It is hoped also that early sanction will be given to the construction of the permanent line on the southern extension, as ballast and material trains have now commenced working. The temporary line is quite unsafe, and there appears to me to be much force in Mr. Betts' remark, that it is "as incumbent upon us to provide protection for the people who work the railway, as for the people who use the railway."

From W. S. BETTS, Esq, Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 20th August 1874, No. 47.

Your letter No. 97 of the 8th instant.

I have called upon the Chief Engineer to prepare an estimate of the cost of working and maintaining the telegraph prior to the opening of the line for public traffic. I was not aware that such a paper was required by the Government of India, or it should long since have been furnished. The great advantage derived by a staff of Engineers from the use of a telegraph during the construction of a railway has been generally recognized, and the sanction already given by the Government of India for the erection of a temporary line of wire between Tindevanum and Tanjore, appeared to me to convey such a recognition on the part of that Government. When the construction of the Negapatam-Trichinopoly section of this railway was determined upon in 1860, the erection of a telegraph line was the first work put in hand; and, in like manner, when it was decided in 1870 to extend the railway on to Erode, the telegraph was again the first work to be completed. But upon this point I will leave the Chief Engineer to write in detail.

2. I note with much satisfaction that His Excellency the Governor-General in Council sanctions the permanent telegraph being put up at once between Madras and Tindevanum, provided there is a probability of that section of the railway being opened for *public* traffic at an early date. The Chief Engineer has intimated to me the probability of our being able to run passengers to Gudalur during the next Madras Races, and, therefore, I have requested him to make the necessary preliminary arrangements for starting the work. I would remark however that there is as much necessity for the use of a telegraph when ballast and material trains are worked, before a line is opened for public traffic, as there is for its use after such public opening. I consider it to be as incumbent upon us to provide protection for the people who work the railway, as for the people who use the railway.

3. And, further, I wish to remind you I have not yet received an answer to my application of the 17th of June last, for permission to provide an efficient telegraph along the southern extension. An engine will be ready to work from Madura in about a week's time, and one has already commenced running from Trichinopoly. The Chief Engineer has, as you are aware, reported that he cannot guarantee, under present conditions, the maintenance of telegraphic communication throughout the line for a single day.

Letter from the Chief Engineer, to the Agent, dated the 12th August 1874, No. 4,833.

Your No. 335 of 15th instant, regarding permanent telegraph between Madras and Tindevanum.

Proceedings of the Madras Government, Public Works Department, 15th September 1874.

In paragraph 2 of Colonel Drummond's letter it is stated that the Government of India do not understand why the completion of the permanent telegraph throughout, from Madras to Tanjore, is urgent.

2. At first I thought this remark applied only to the *permanent* telegraph, but as the suggestions as to the sufficiency of existing means of communication would apply equally to a temporary line of telegraph, I can only imagine that the sanction already accorded (see your letter No. C 418) to a line of temporary telegraph posts between Cuddalore and Tanjore has been withdrawn.

3. Our argument in favor of telegraphic communication along the line is based upon the experience of its very great value during all our constructive operations in the past fifteen years.

4. Until now the importance of this aid has never been questioned, and I thought that the Government of India shared our convictions of its value when they sanctioned the expenditure on the temporary line on the Southern Extension, and if a line of telegraph was an aid when I had only 215 miles of line under construction, I think it will be conceded that it is certainly not less required when I have an addition to my charge of another 217 miles, making in all over 400 miles of country along which important works are in progress.

5. By means of the telegraph you, as Agent of the Company, and my Assistants are in hourly communication with me, and questions on all sides are asked and settled within the day, which would otherwise involve from two to three days to over ten days' time or more according to circumstances.

6. By the aid of the telegraph we are able to work and have always hitherto worked with a minimum stock of stores and tools and plant, not only in the districts but at head-quarters, and I consider that on these grounds alone the cost of a line of telegraph would be justified even if no permanent line were afterwards required.

7. Further, accustomed to and always counting upon telegraphic aid, I have hitherto been able to work with a much less expensive, because a generally younger, staff of Engineers, than one that would be absolutely necessary were I not in immediate communication with my Assistants. I have already felt greatly hampered and impeded in the prompt administration of the department north of Tanjore, as compared with the portion south of Trichinopoly. If Colonel Drummond could (on behalf of the Government of India) march over the latter portion of the line and see the ease and quickness with which matters can be dealt with there where there is a telegraph line, and if he could then go over the 200 miles of line between Madras and Tanjore, and see the contrast on a line where no such aid exists, I feel convinced that no further advocacy on my part would be required to secure what is such a relief to one whose time is so fully occupied as mine is by references from all quarters.

8. From the concluding part of paragraph 2 of Colonel Drummond's letter, I cannot help thinking that our facilities in the way of rapid inter-communication are somewhat over-rated.

9. The words to which I refer are, "adjoining the line of rail is a metalled and bridged road, along which there is communication by mail cart for letters, and by the Government telegraph at the principal stations for urgent messages." Before becoming personally acquainted with the line of country referred to, I too thought that this was so; but to my surprise I found that no telegraph station existed between Madras and Negapatam except at Pondicherry, which is 24 miles away from the nearest point of our railway. At St. Thomas' Mount, one of the most important Artillery stations in the Madras Presidency, there is no telegraph station, and at Cuddalore, the head-quarters of the Collector, the Judge, and the Superintendent of Police for South Arcot, none exists, although the wire runs through both stations. Practically, therefore, no telegraphic communication is available to the Railway Company along this line of country.

10. There is mail cart communication along the line of road between Madras and Tindevanum, but at the latter place the route taken by the carts goes off to Pondicherry. The important rivers Palar and Pooniar are not bridged, and in heavy floods the mails are sometimes delayed. Besides the railway crossings of these rivers are some miles off the line of road, and of telegraph,

and it is important to be in direct communication with such works as will shortly be going on at these points.

11. Assuming the importance of telegraphic communication as conceded, our next position is that it is in every way advantageous at once to erect a permanent line of telegraph where one must very shortly be required for the working of the railway.

12. In point of economy, both of erection and maintenance, this is undoubted, and it is therefore difficult to see upon what grounds the erection of a permanent line of telegraph can reasonably be refused, especially as I understand you have, on behalf of the Company, offered to leave open the question of ownership of the line as between the State and the Railway Company.

13. Regarding the cost of telegraph establishment, referred to in paragraph 2 of Colonel Drummond's letter, no estimate of this, nor of the cost of maintenance, was forwarded, because I thought that in this case, as on the Southern Extension, we could work and maintain the telegraph out of the sum already estimated for establishment and contingencies.

14. I now however enclose a memorandum to show approximately the cost of working and maintenance for a period of an average of, say, two years of the full establishment and number of stations.

Proceedings of the Madras Government, Public Works Department,
15th September 1874.

TELEGRAPH BETWEEN MADRAS AND TANJORE.

ESTIMATED COST *of maintenance of the Line.*

Total.	Particulars.	Stores per mensem.	Establishment per mensem.	Total.
Rs.		Rs. A. P.	Rs. A. P.	Rs. A. P.
64	*Temporary Line.* Maintenance of the line from Madras to Tanjore, a distance of 217 miles.			
32	Renewals of posts at 4 Annas a mile per mensem ...	54 4 0	.....	.....
32	1 Inspector on Rupees 80 ...	.....	80 0 0	.....
32	4 Lascars at Rupees 7 each ...	.....	28 0 0	.....
32	Total...	54 4 0	108 0 0	162 4 0
32	*Permanent Line.*			
64	1 Inspector on Rupees 80 ...	.....	80 0 0	.....
32	2 Lascars at Rupees 7 each ...	.....	14 0 0	.....
32				
32				
32				
64				
32				
640		.....	94 0 0	94 0 0

(Signed) DAVID LOGAN.

of working Staff

Stations.	Working staff per mensem.	Stores per mensem.	Total.
	Rs.	Rs.	Rs.
Madras	54	10	64
St. Thomas' Mount	27	5	32
Chingleput	27	5	32
Palar Bridge	27	5	32
Atcherawauk	27	5	32
Tindevanum	27	5	32
Villapuram	27	5	32
Pooniar Bridge	27	5	32
Punrooty	27	5	32
Cuddalore	54	10	64
District No. 10, Head Quarters ...	27	5	32
Porto Novo	27	5	32
Coleroon Bridge	27	5	32
Sheally	27	5	32
Myaveram	27	5	32
Combaconum	54	10	64
District No. 16, Head Quarters ...	27	5	32
	540	100	640

19th August 1874.

ABSTRACT.

Detail.	Rate.	Amount.	Amount for two years.	Total.
	RS. A. P.	RS. A. P.	RS.	RS.
Temporary Line, working staff.				
Establishment per mensem	540 0 0			
Stores do.	100 0 0			
		640 0 0	15,360	
Maintenance of the Line.				
Establishment per mensem	108 0 0			
Stores do.	54 4 0			
		162 4 0	3,894	
				19,254
Permanent Line working staff.				
Establishment per mensem	540 0 0			
Stores do.	100 0 0			
		640 0 0	15,360	
Maintenance of the Line.				
Establishment per mensem	94 0 0			
		94 0 0	2,256	
				17,616

(True Copy.)

(Signed) W. CALLAGHAN,
Chief Clerk.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 24th August 1874, No. 55.

In continuation of my letter No. 47, of the 20th instant, I now have to submit, for the consideration of Government, a copy of the Chief Engineer's reasons for urging the immediate erection of a permanent telegraph along the line now under construction.

2. Accompanying Mr. Logan's letter is an estimate of the cost of working and maintaining a permanent and a temporary telegraph line between Madras and Tanjore. It will be seen that the maintenance of a temporary line would cost Rupees 1,638 more than would be required for a permanent line. The cost of erecting a temporary line, and nearly the full cost of the supports which would be used for such a line, would also have to be classed as extra expenditure.

Vide No. 57 of 24th August 1874.

No. 321. ORDER THEREON, 15th September 1874, No. 2,627.

RAILWAY, No. 36.

ORDERED that these papers be forwarded to the Government of India, and that early sanction be solicited to the erection of a permanent line of telegraph from Madras to Tanjore, as well as along the extension south of Trichinopoly.

(Here enter No. 2,628, dated 15th September 1874.)

(True Extract.)

Secretary to Government.

Colonel, R.E.,

To the Consulting Engineer for Railways.
Exd. S. T. Austin.
Spare Copies.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 15*th September* 1874.

No. 322.

No. 2,628.

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. 37.

SIR,—In continuation of my letter, No. 2,126 of the 3rd August 1874, I am directed by His Excellency the Governor in Council to forward the accompanying further correspondence on the subject of the permanent line of telegraph along the railway now under construction between Madras and Tanjore. One of the reasons advanced in Colonel Drummond's letter of the 24th June 1874, No. 1,425-R, against the expenditure necessary for the erection of a permanent line is the alleged existence, in the immediate neighbourhood of the railway, of easy communication, both by mail cart for letters, and by the Government telegraph at the principal stations for urgent messages. The Chief Engineer of the Company, however, shows that the Government telegraph line is far from being coincident with the railway line; that the only station between Madras and Negapatam is at Pondicherry, 24 miles distant from the nearest point of the railway; that the mail cart can be made use of only between Madras and Tindevanam; that the rivers Palar and Pooniar are unbridged and impassable during floods; and that the sites of the proposed railway bridges over these rivers are far removed both from the line of road and telegraph. It will thus be apparent that the available means of communication are by no means adequate to railway requirements with important works in operation over a considerable number of miles.

2. It is also shown that the safety of the train staff as well as the economical working of the Engineering Department are dependent in a great measure on an efficient line of telegraph. And from the comparative estimates of a temporary and permanent line which accompany these papers, it will be observed that the balance of advantage rests with the latter even in point of cost of erection and maintenance.

3. Under these circumstances, and as the Agent has expressed his willingness to leave open the question of ultimate ownership of the line, His Excellency the Governor in Council trusts there may be no further hindrance to the immediate sanction of a permanent line of telegraph from Madras to Tanjore, as well

as along the extension south of Trichinopoly. His Excellency the Governor in Council is satisfied that owing to the insufficiency of existing means of communication, the erection of a permanent line of telegraph is essential for the efficient conduct of the important works in progress; and looking to the urgency of the need, he would suggest that early sanction be communicated by telegraph.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

No. 47

~~GREAT SOUTHERN OF INDIA~~ South Indian RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 20th August 1874.

From

THE AGENT,

~~*Great Southern of India*~~ South Indian *Railway,*

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 97 of the 8th instant. I have called upon the Chief Engineer to prepare an estimate of the cost of working and maintaining the telegraph prior to the opening of the line for public traffic. I was not aware that such a papers was required by the Government of India, or it should long since have been furnished. The great advantage derived by a staff of Engineers from the use of a telegraph during the construction of a railway has been generally recognized; and the sanction already given by the Government of India for the erection of a temporary line of wire between Tindevanum and Tanjore, appeared to me to convey such a recognition on the part of that Government. When the construction of the Negapatam - Trichinopoly section of this railway was determined upon in 1860, the erection of a telegraph line was the first work put in hand. And in like manner

when it was decided in 1866 to extend the railway on to Erode, the telegraph was again the first work to be completed. But upon this point I will leave the Chief Engineer to write in detail

I note with much satisfaction that His Excellency the Governor General in Council sanctions the permanent telegraph being put up at once between Madras and Tuticorin, provided there is a probability of that section of the railway being opened for public traffic at an early date. The Chief Engineer has intimated to me the probability of our being able to run passengers to Guindy during the next Madras Races, and therefore I have requested him to make the necessary preliminary arrangements for starting the work. I would remark however that there is as much necessity for the use of a telegraph when ballast and material trains are worked, before a line is opened for public traffic, as there is for its use after such public opening. I consider it to be an incumbent upon us to provide protection for the people who work the railway, as for the people who use the railway

I had further to remind you I have not yet received an answer to my application of the 17 of June last, for permission to provide an efficient telegraph

telegraph along the Southern Extension. An engine will be ready to work from Madura in about a week's time, and one has already commenced running from Trichinopoly. The Chief Engineer has, as you are aware, reported that he cannot guarantee under present conditions, the maintenance of telegraphic communication throughout the line for a single day.

I have the honour to be
Sir
Your most obedient Servant
Alexander Bell
Agent

1st Issue

The Agents
S. I. Railway
Co.

The Controlling Engr
Sou Railways

Dalick 20th
Rec'd 22 " } August 1874
" "

No 447

Re. construction
of permanent telegraph
line on the Southern
and Carnatic Extension.

D.O. 3733/74
W.P. Dist 15 Sept 74
Ent. 21 Sept 74

South Indian Railway

Letter from the Chief Engineer to the Agent dated the 19th August 1874 No 4833

Yours No 365 of 15th instant regarding Permanent Telegraph between Madras & Tindevanum

In para 2. of Colonel Drummond's letter it is stated that the Government of India do not understand why the completion of the permanent telegraph throughout from Madras to Tanjore is urgent.

At first I thought this remark applied only to the Permanent telegraph, but as the suggestions as to the sufficiency of existing means of communication would apply equally to a temporary line of telegraph, I can only imagine that the sanction already accorded (see your letter No C 1408) to a line of temporary telegraph poles between Cuddalore and Tanjore has been withdrawn.

Our argument in favor of telegraphic communication along the line, is based upon the experience of its very great value during all our constructive operations in the past 15 years.

Until now the importance of this aid has never been questioned, and I thought that the Govt of India shared our conviction as to its value when they sanctioned the expenditure on the temporary line on the Southern Extension, and if a line of telegraph was an aid when I had only 215 Miles of line under construction I think it will be conceded that it is certainly not less required when I have an addition to my charge of another 217 miles, making in all over 400 miles of country along which

important

important works are in progress

By means of the telegraph you as Agent of the Company, and my Assistants are in hourly communication with me, and questions on all points are asked and settled within the day which would otherwise involve from two to three days & even ten days time or more; according to circumstances

By the aid of the telegraph we are able to work and have always hitherto worked with a minimum stock of stores and tools and plant not only on the Districts but at Head quarters and I consider that on these grounds alone the cost of a line of telegraph would be justified even if no permanent line were afterwards required

Further, accustomed to and always counting upon telegraphic aid, I have hitherto been able to work with a much less expensive because a generally younger staff of Engineers, than one that would be absolutely necessary, were I not in immediate communication with my Assistants I have already felt greatly hampered and impeded in the prompt administration of the Department north of Tanjore, as compared with the portion south of Trichinopoly - If Colonel Drummond could (on behalf of the Govt of India) march over the latter portion of the line and see the ease and quickness with which matters can be dealt with there, where there is a telegraph line, and if he could then go over the 400 miles of line, between Madras and Tanjore, and see the contrast on a line where no such aid exists, I feel convinced that no further advocacy on my part would be required to secure what is such a relief to one, whose time is so fully occupied

accepted, as mine is by reference from all quarters

From the concluding part of para 2 of Colonel Drummond's letter I cannot help thinking that our facilities in the way of rapid intercommunication are somewhat overrated.

The words to which I refer are "Assuming the line of road is a metalled and "bridged road along which there is communication "by Mail cart for letters, and by the Government "Telegraph at the principal stations, for urgent "messages". Before becoming personally acquainted with the line of country referred to, I too thought that this was so, but to my surprise I found that no telegraph station existed between Madras and Negapatam except at Pondicherry which is 24 miles away from the nearest point of our railway — At St Thomas's Mount, one of the most important Artillery stations in the Madras Presidency, there is no telegraph station, and at Cuddalore, the head quarters of the Collector, the Judge and the Superintendent of Police for South Arcot, none exists, although the wires pass through both stations. Practically therefore no telegraphic communication is available to the Railway Company along this line of country.

There is mail cart communication along the line of road between Madras & Tindevanum but at the latter place the mails taken by the carts goes off to Pondicherry. The important rivers Palaur & Pennaur are not bridged and in heavy floods, the mails are sometimes delayed. Besides the railway crossings of these rivers are some miles off the line of road and of telegraph, and it is important to be in direct communication with such works

as

as will shortly be going on at these points.

Assuming the importance of telegraphic communication as conceded, our next position is, that it is in every way advantageous at once, to erect a permanent line of telegraph where one must very shortly be required, for the working of the Railway.

In point of economy, both of erection and maintenance, there is undoubted, and it is therefore difficult to see upon what grounds the erection of a permanent line of telegraph can reasonably be refused especially as I understand you have on behalf of the Company offered to leave open the question of ownership of the line, as between the State and the Railway Company.

Regarding the cost of telegraph establishment, referred to in para 2 of Lord Drummonds letter, no estimate of this nor of the cost of maintenance was forwarded because I thought that in this case, as on the Southern Extension, we could work and maintain the telegraph out of the sum already estimated for establishment and contingencies.

I now however enclose a Memorandum to shew approximately the cost of working and maintenance for a period of an average of any two years of the full establishment and number of stations.

(True copy)
Wm Callaghan
Chief Clerk

PM 5437/74
2
Pg. 2/15 de fls. 2/4
Lv. 13 Fls. 326

PM 5437/74
3
Pg. 3/15 de fls. 3/4
Lv. 13 Fls. 326

South Indian Railway

Telegraph between Madras and Tanjore

Estimated Cost.

of Working staff

Stations	Working Staff per annum			Stores per annum			Total		
Madras	54	-	-	10	-	-	64	-	-
St Thomas' Mount	27	-	-	5	-	-	32	-	-
Chingleput	27	-	-	5	-	-	32	-	-
Palaur Roadge	27	-	-	5	-	-	32	-	-
Atcheravanum	27	-	-	5	-	-	32	-	-
Tinderavanum	27	-	-	5	-	-	32	-	-
Villapuram	27	-	-	5	-	-	32	-	-
Pronianum Roadge	27	-	-	5	-	-	32	-	-
Pennaday	27	-	-	5	-	-	32	-	-
Cuddalore	54	-	-	10	-	-	64	-	-
District No 10 Ks 2 Qrs	27	-	-	5	-	-	32	-	-
Porto Novo	27	-	-	5	-	-	32	-	-
Coleroon Roadge	27	-	-	5	-	-	32	-	-
Sheally	27	-	-	5	-	-	32	-	-
Myaveram	27	-	-	5	-	-	32	-	-
Combaconum	54	-	-	10	-	-	64	-	-
District No 16 Ks 2 Qrs	27	-	-	5	-	-	32	-	-
Rs	540	-	-	100	-	-	640	-	-

of Maintenance of the Line

Particulars	Stores per annum			Establishment per annum			Total		
Temporary Line									
Maintenance of the line from Madras to Tanjore a distance of 217 miles									
Renewals of posts at 4 As a mile per annum	54	4	-						
1 Inspector on Rs 80				80	-	-			
4 Lascars at Rs 7 each				28	-	-			
Rs	54	4	-	108	-	-	162	4	-
Permanent line									
1 Inspector on Rs 80				80	-	-			
2 Lascars at Rs 7 each				14	-	-			
Rs				94	-	-	94	-	-

Abstract over.

[Signed] David Logan
19 August 1874

Abstract

Detail.	Rate.	Amount.	Amount for 2 years.	Total
Temporary line working staff				
Establishment of Menials	540			
Stores do	100	640	15360	
Maintenance of the line				
Establishment of Menials	108			
Stores do	54 4	162 4	3894	19254
Permanent Line				
Working staff				
Establishment of Menials	540			
Stores do	100	640	15360	
Maintenance of the Line				
Establishment of Menials	94	94	2256	17616

True copy
Wm Cathcart
Chief Clerk

No. 55 — South Indian (GREAT SOUTHERN OF INDIA) RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 24th August 1874

From

THE AGENT,
South Indian (Southern of India) Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

In continuation of my letter No 47 of the 20th instant, I now have to submit for the consideration of Government, a copy of the Chief Engineer's reasons for urging the immediate erection of a permanent telegraph along the line now under construction.

Accompanying Mr Logan's letter is an estimate of the cost of erecting & maintaining a permanent and a temporary telegraph line between Madras and Cuddalore. It will be seen that the maintenance of a temporary line would cost Rs 1630 more than would be required for a permanent line. The cost of erecting a temporary line, and merely the full cost of the supports which would be used for such a line, would also have to be claimed as extra expenditure

I have the honor to be
Sir
Your most obedient servant

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 517.

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,

Referring to the Order of Government under date the 3rd August, 1874 No. 2125, I have the honour to submit two letters from the Agent of the South Indian Railway, in which are given the Chief Engineer's reasons for urging the immediate erection of a permanent telegraph along the line of railway now under construction between Madras and Tanjore together with an estimate

No. 47. 20 Aug.st 74
" 55. 24th —do—

estimate of the cost of maintaining and working a permanent as compared with a temporary line.

2 The Government of India appear to be under some misapprehension in paragraph 2 of their letter dated 24 June, 1874, No. 1425 R. where it is stated that "adjoining the line of railway is a metalled and bridged road, along which there is communication by mail cart for letters and by the Government telegraph at the principal stations for urgent messages." Mr. Logan explains that the large rivers Palair and Poonar are not bridged, so that communication is stopped in heavy floods, and as for telegraph stations there is not one between Madras and Pondicherry.

3 The Government telegraph passes some miles from the sites of the bridges to be erected over the Palair and Poonar, so that there would be no direct communication with these important works even if stations existed. As, however, these do not exist it will be necessary in any case to provide the same instruments and establishments as will be required for working the telegraph which it is proposed to erect along the line of railway.

4 Mr. Logan points out the great inconvenience he experiences in communicating with his Engineers on the Northern as compared

compared with the Southern extension, where direct telegraphic communication is available. In all cases in which railways have been undertaken in this Presidency a line of telegraph has been the first portion of the work carried out, and from the Government of India sanctioning a temporary line along the Southern extension, it was assumed that they recognised the necessity for this procedure.

It has, I think, been conclusively shewn that the Government telegraph from Madras to Yindivanum, even if stations were opened along it, is so situated as to be of little or no assistance in the construction of the railway, and if this be conceded the question lies altogether between a temporary and a permanent line in the first instance. The superior economy in erection, and the greater usefulness of a permanent as compared with a temporary line has been so often argued that it is only necessary here to refer to the estimate of establishment and maintenance in each case. The Agent Logan shews that the cost of maintaining and working a permanent line for two years will be Rupees 17,616, and of a temporary line Rupees 19,254, the difference in favour of the permanent line being Rupees 1,638.

On all points it appears that a permanent line is the superior; and when the difficulties of

of keeping up communication on a temporary line are considered. I trust that the Government of India will no longer withhold sanction to the construction by the Railway Company of a permanent line of telegraph between Madras and Tanjore; the question of ultimate ownership being left for the decision of the Secretary of State.

7. It is hoped also that early sanction will be given to the construction of the permanent line on the Southern extension, as ballast and material trains have now commenced working. The temporary line is quite unsafe, and there appears to me to be much force in Mr. Betts' remark that it is "as incumbent upon us to "provide protection for the "people who work the railway, "as for the people who use the "railway."

I have the honour to be,
Sir,
Your most Obed. Servant
W. Corden
S.P.R.E.

Madras
28 Aug.
1874
Ex. Engr.

for Consg. Engr. for Railways

P.W. Misc. 1874 (Sept.)
Pengal Por Letter

RAILWAY DEPARTMENT.

From No. 5137

The Consulting Engineer
for Railways,

To

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

Dated 28th August 1874.
Recd. 29th August 1874.

No. 517.

C.E. No 2628. 15-9-74.

Submitting
an estimate of the
cost of maintaining
and working a per=
=manent line of
telegraph between
Madras & Tanjore
as compared with
a temporary one

No 3241
Dated 30th Sept 1874.

2628.

To The Secy: to the Govt. of India.

Sir,

In continuation of my letter No. 2126 of the 3d August 1876 I am directed by His Excellency the Governor in Council to forward the accompanying further correspondence on the subject of the permanent line of telegraph along the Railway now under construction between Madras and Sanjore. One of the reasons advanced in Colonel Drummond's letter of the 2d

Ind Govt ag. 8.76.

15

2d June last No. 1625 against the expenditure necessary for the erection of a permanent line in the immediate neighbourhood of the Railway, of every communication, both by mail cart for letters, and by the Govt. Telegraph at the principal stations for urgent messages. The Chief Engineer of the Company, however shows that the Govt. Telegraph line so far from being coincident with the Railway line,

lines that the only station between Madras and Pegapatam is at Pondicherry, 24 miles distant from the nearest point of the Railway; that the mail Cart can be made use of only between Madras and Tindevanam; that the rivers Palar and Poonniaur are unbridged and impassible during floods; and that the sites of the proposed Railway bridges over these rivers are far removed both from the line of road

road and telegraph. It will, we apprehend from this, that the available means of communication are by no means adequate to Railway requirements with important works in operation over a considerable number of miles.

It is also shown that the safety of the train staff as well as the economical working of the Engineering Department are dependent in

a great measure
ow an efficient line
of telegraphs. And from
the comparative es-
-mates of a temporary
and permanent line
which accompany
these papers it will
be observed that the
balance of advan-
-tage with the Cate-
-nary in point of
cost of erection and
maintenance.

Under these cir-
-cumstances and
the Agent has ex-
-pressed his willingness
to leave open the
question of ultimate
ownership

ownership of the line
His Excellency the Gov.
Council trusts there may
be no further hin-
-drance to the im-
-mediate sanction
of a permanent
line of telegraph
from Madras to
Bangalore; as well as
along the extension
south of Trichinopoly
H. S. The G. of C. is
satisfied that car-
-rying the insuf-
-ficiency of exist-
-ing means of
communication
the erection of a
permanent line
of Telegraph is
essential the

efficient conduct
of the important
works in progress.
And looking to
the urgency of
the need, he
would suggest
that early sanc-
tion be commu-
nicated by
Telegraph -

Genl

320-322.

6 d. Copies & 30 Copies of Previous
proceedings despd 22/9/14.
Cir 1/9/14
Bd 4/9/14

Requesting that for reasons
stated early sanction
be communicated by Telegram to the
erection of a permanent
line of Telegraph from
Madras to Tanjore,
as well as along the
extension South of
Trichinopoly -

Requesting for
reasons stated
that early sanction
by telegram
to the erection of a
permanent line of
telegraph from
Madras to Tanjore,
as well as along the
extension South of
Trichinopoly -
may be
communicated
by Telegraph -

5437

Govt. of 1874 Madras.

PUBLIC WORKS.

To

Dated

Recd. Encl. 4

6th 2027

G. O 15 Sept. 1874. No. 2628

Nos. 920-922

Telegraph - (South Indian

1 The early sanction
of the Govt of India
is solicited to the erection
of a permanent line of
Telegraph from Madras
to Tanjore - as well as
along the extension South
of Trichinopoly