

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No. <i>194-195</i>	Press <i>Original</i>
B.P. No.	Mrs.
Dated <i>2/1</i>	<i>195</i> <i>1875</i>

Not to be folded or roughly handled

No. 103. 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, 24th December 1874, No. 781:—

In continuation of my letter, No. 739, dated the 7th instant, I have the honor to lay before Government a letter* from the Agent of the South Indian Railway, No. 303, 23rd December 1874.

giving the dates upon which, according to the Chief Engineer's latest calculations, it is expected that the various sections of the extensions in progress will be completed. The dates stated for the Southern Extension and for the section between Madras and Chingleput agree with those given in my letter; while, with regard to the other sections of the Northern Extension, Mr. Logan explains why he has thought it advisable not to anticipate their being opened during 1875.

2. In the telegram from the Government of India forwarded with the Order of this Government, No. 46, of the 4th instant, it was stated that the reason for inquiring into this question was with reference to the construction of the permanent telegraph; and upon this subject I solicit attention to the accompanying letter† from the Agent. In the papers printed with the Proceedings of this

† No. 305, 23rd December 1874. Government, under date the 15th September and 1st October 1874, Nos. 2,627 and 2,768, it was explained that the sanction granted in the letter from the Government of India, No. 1,425-R, dated 24th June 1874, had been acted upon, and that the construction of the permanent telegraph between Madras and Tindevanum was in progress. The Railway authorities now report that this work is nearly completed, and they urge the importance of immediate sanction for its extension from Tindevanum to Tanjore.

3. As an additional argument in favor of placing Cuddalore in telegraphic communication with Madras and other ports, Mr. Logan mentions the fact that a vessel laden with railway material was nearly lost while lying at Cuddalore by being caught unawares in a serious gale, of which the vessel in the neighbouring port of Pondicherry received warning by telegraph. Upon this point,

† No. 17, 22nd December 1874.

I beg to draw attention to the following extract from a letter‡ addressed by the Agent to his Board:—

“It appears from the following extract of a letter sent to the Chief Engineer by Mr. Baggallay that heavy weather prevailed last week at Cuddalore:—
“On Sunday a severe gale with rain. Fearing damage to the ships, I walked along the line with Mr. Gresswell to the wharf. It was too dark to see any thing, but we heard that *Her Majesty* had dragged her anchors, and had come into three fathoms of water. Mr. Benz (one of our Inspectors) got rafts and catamarans ready to save the crew if necessary, but the wind lulled, and the ship was saved. Had she any more cargo in her, she must have bumped herself to pieces.

“The *Oswings* fortunately held her ground better, but being heavily laden, she shipped water fore and aft. Had the storm lasted half an hour longer, *Her Majesty* must have been wrecked.”

Proceedings of the Madras Government, Public Works Department,
23rd January 1875.

4. I trust that the Government of India will be pleased to sanction the immediate construction of a line of permanent telegraph between Tindevanum and Tanjore, and the substitution of permanent posts along the temporary line of telegraph along the Southern Extension.

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, 23rd December 1874, No. 303.

The Chief Engineer has reported to me as follows, with regard to the question put in your letter, No. 356, of the 7th instant:—

"Revising my previous estimates of the time of opening the various sections of this railway now under construction in the light of later experience and of the present prospect of the supply of material and rolling stock, I think the following may be taken as a closer approximation to the reality than before:

Northern Extension.		Open about
Madras to Chingleput	...	July 1875.
Chingleput to the river Coleroon, with breaks at the large bridges—	...	
Palar, Pooniar, Gaddelum, and Paravenar	...	" 1876.
River Coleroon to Combaconum (except the large bridge there)	...	Oct. "
Combaconum to Tanjore	...	May "
Southern Extension.		
Trichinopoly to Madura	...	July 1875.
Tuticorin to Tinnevely	...	" "
Madura to Maniache...	...	Oct. "

"It is, I have found, not easy to estimate very closely the dates of opening where we are dependent on the supply of material from England for the rate of progress, because, as in the case of the ship *Ellenborough* which has had to put into Rio Janeiro and discharge cargo, we are sometimes through such disasters and delays at sea unable to push ahead for want of material.

"I have estimated the Combaconum-Tanjore portion to take longer than I did at first, because I find that contractors and others, who were ready enough at the outset to promise any thing, are now dubious as to getting through even the earth-work in one dry season, and the rivers are, as you are aware, dry for only three or four months in the early part of the year, so that, although I shall not fail to try hard to open sooner, I have thought it safer to estimate for the two working seasons before the line can be used for traffic."

I have not yet received a copy of the contract entered into with the Lancaster Wagon Company for the supply of wood-work for the passenger carriages, and am unable therefore to quote, with certainty, the date upon which that portion of the rolling stock will arrive in India.

From the same Officer, dated Negapatam, 23rd December 1874, No. 304.

Your letter, No. 363, of the 8th instant. As reported to you in my letter, No. 47, of the 20th of August last, the Chief Engineer was instructed to put in hand the erection of the permanent telegraph between Madras and Tindevanum. At that time it was expected a portion of the line would have been opened for the public use by next month, but the very unfavorable weather we have had for some time past has retarded the work considerably.

2. The posts required for the distance between Madras and Tindevanum and the necessary length of wire have been distributed over the ground, and the work of erecting is progressing as fast as the weather admits.

3. The Chief Engineer in writing to me on this subject observes: "I trust that Government will permit this work to be carried out right through to Tanjore. It is difficult to estimate the extent to which I have been, and am, hampered in my work of construction by the want of

Proceedings of the Madras Government, Public Works Department,
23rd January 1875.

telegraphic communication, but the fact is undoubted that much delay and expense is entailed thereby. During the late floods in the large rivers direct communication was entirely cut off between some parts of the line for days together."

4. Mr. Logan also writes, "I have to bring to your notice an additional and, in my opinion, a very strong argument in favor of the necessity for putting Cuddalore at all events into telegraphic communication with Madras and other ports. On the 13th during the severe gale off Cuddalore, a ship laden with railway material was (as I reported to you on the 18th) almost lost. Had she not been pretty light, nothing could have saved her from being bumped to pieces in the position to which she was dragged. I learn that all the shipping at Pondicherry, within about 16 miles off Cuddalore, were warned by telegraph of impending danger, and they went to sea. No such warning reached Cuddalore from want of a Telegraph Office there. A good many ships have yet to come to that port and to Porto-Novo, about 21 miles south thereof, and this alone ought, I think, to move Government to an early decision to have the line of telegraph carried out."

5. I beg again to urge that sanction be accorded to the immediate extension of the permanent telegraph from Tindevanum to Tanjore.

No. 404. ORDER THEREON, 23rd January 1875, No. 194.

RAILWAY, No. 52.

THESE papers will be forwarded for the information and orders of the Government of India.

2. His Excellency the Governor in Council can add nothing to strengthen the opinions already expressed on the subject of completing permanent telegraphic communication along the line under construction.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 405. (DOCKET No. 195, dated 23rd January 1875.)

COPY of the above forwarded to the Government of India, in continuation of docket, No. 3,520, dated 15th December 1874.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Exd. A. Grubert.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 781.

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 continuation of my
letter No 739, dated the 7th instant,
I have the honour to lay before
Government a letter from the Agent
of the South Indian Railway, giving
the dates upon which, according
to the Chief Engineer's latest cal-
culations, it is expected that the
various sections of the Extensions
in progress will be completed.

No 303.
23rd Dec 1874.

The dates stated for the Southern Extension, and for the section between Madras and Chingleput, agree with those given in my letter; while, with regard to the other sections of the Northern Extension, Mr Logan explains why he has thought it advisable not to anticipate their being opened during 1875.

2. In the telegram from the Government of India forwarded with the order of this Government No 46 of the 4th instant, it was stated that the reason for inquiring into this question was with reference to the

* No 305
23^d Dec^r 1874

construction of the permanent telegraph; and upon this subject I solicit attention to the accompanying letter from the Agent. In the papers printed with the Proceedings of this Government under date the 15th September and 1st October 1874, Nos 2627 and 2768, it was explained that the sanction granted in the letter from the Government of India No 1425 R, dated 24th June 1874, had been acted upon, and that the construction of the permanent telegraph between Madras and Tiruvannam was in progress. The Railway Authorities now report

that this work is nearly completed,
and they urge the importance of
immediate sanction for its extension
from Sudevanur to Tanjore.

3. As an additional
argument in favour of placing
Cuddalore in telegraphic commu-
nication with Madras and other
ports, Mr Logan mentions the
fact that a vessel laden with
Railway material was nearly lost
while lying off Cuddalore by being
caught unawares in a serious gale,
of which the vessels in the neighbouring
port of Pondicherry received warning
by telegraph. Upon this point

No 17
22^d Decr 1874

1526
I beg to draw attention to the following
extract from a letter addressed
by the Agent to his Board:-

"It appears from the following
extract of a letter sent to the

"Chief Engineer by Mr Raggallay

"that heavy weather prevailed
last week at Cuddalore.

"On Sunday a severe gale with
rain. Fearing damage to the

"ships, I walked along the line
with Mr Gresswell to the wharf,

"it was too dark to see anything
but we heard that "Her Majesty"

"had dragged her anchors, and
had come into 3 fathoms of

"water. Mr Raggallay (one of our

" 'suspectors' got rafts and
 " 'catamarans ready to save the
 " 'crew if necessary, but the wind
 " 'lulled and the ship was
 " 'saved, had she had any more
 " 'cargo in her she must have
 " 'lumped herself to pieces.
 " 'The "Oswego" fortunately held
 " 'her ground better, but being
 " 'heavily laden, she shipped
 " 'water fore and aft. Had
 " 'the storm lasted 1/2 an hour
 " 'longer "Her Majesty" must
 " 'have been wrecked.'

I trust that the
 Government of India will be pleased

1554
 to sanction the immediate con-
 -struction of a line of permanent
 telegraph between Indrapuram
 and Langoie, and the substitution
 of permanent posts along the tem-
 -porary line of telegraph along
 the Southern Extension.

I have the honour to be
 Sir,

Your most obt servant

Munthum Letellor

Louis. Esq & for Railways

Madras
 28th Decr
 1874

No. 313

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 23rd December 1876

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras.

SIR,

The Chief Engineer has reported to me
as follows, with regard to the question put in
your letter No 306 of the 7th instant.

Revising my previous estimates of the
time of opening the various sections of this
railway now under construction in the
light of later experience and of the present
prospects of the supply of material and rolling
stock, I think the following may be taken
as a closer approximation to the reality than
before.

Northern Extension	Madras to Chingleput.	July 1876
	Chingleput to the River Coleroon with bridge at the large bridge, Palur, Poomer, Gaddalim & Peravur.	July 1876
	River Coleroon to Combaconum.	October 1876
	(except the large bridge there).	May 1876
Southern Extension	Combaconum to Tanjore.	July 1876
	Trichinopoly to Madras.	October 1876
	Tuticorin to Sennivelly.	October 1876

Madras to Marich.

It is I have found not easy to estimate very

From

To

The Consulting Engineer
for Railways,
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated

23rd December 1876

Encl. 21

No. 313

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very closely the dates of opening when we are dependent
on the supply of material from England for the rate
of progress, because as in the case of the ship
"Ellenborough" which has had to put into his hands
and discharge cargo, we are sometimes through
such distress and delays at sea, unable to
push ahead for want of material.

I have estimated the lumbering. I suppose
portion to take longer than I did at first, because
I find that contractors and others who were
ready enough at the outset to promise anything,
are now dubious as to getting through even
the timberwork in our dry season, and the rivers
are, as you are aware, dry for only 3 or 4 months
in the early part of the year, so that although
I shall not fail to try hard to open coores,
I have thought it safer to estimate for the
two working seasons before the line can
be used for traffic.

I have not yet received a copy
of the Contract entered into with the Lancaster
Wagon Company for the supply of woodwork
for the passenger carriages, and am unable
therefore to quote, with certainty, the date
upon which that portion of the Rolling Stock
will arrive in India.

I have the honor to be
Sir

Your most obedient servant

William B. B.
Agent

No. 305

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 23rd December 1874.

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 563 of the 8th instant.
As reported to you in my letter No 147 of the 20th
of August last, the Chief Engineer was in-
structed to put in hand the erection of
the permanent telegraph between Madras
and Vundernam. At that time it was
expected a portion of the line would have
been opened for the public use by next
month, but the very unfavorable weather
we have had for some time past has
retarded the work considerably.

The posts required for the distance
between Madras and Vundernam, and
the necessary length of wire, have been
distributed over the ground, and the work
erecting is progressing as fast as
the weather admits.

The Chief Engineer in writing
to me on this subject observes "I trust that
Government will permit this work to
be

How
The Agent
The Consulting Engineer
for Railways
Madras
No 303
P. M. 8/10/74
Re the opening of
the several sections
of the line under
consideration

be carried out right through to Bangalore. It is difficult to estimate the extent to which I have been and am hampered in my work of administration by the want of telegraphic communication, but the fact is undoubted that much delay and expense is entailed thereby. During the late floods in the large rivers direct communication was entirely cut off between some parts of the land for "days together".

Mr Logan also writes "I have to bring to your notice an additional, and in my opinion a very strong argument in favor of the necessity for putting Cuddalore at all events into telegraphic communication with Madras and other ports. On the 13th, during the severe gale off Cuddalore a ship laden with Railway material was (as I reported to you on the 15th) almost lost. Had she not been pretty light nothing could have saved her from being bumped to pieces in the position to which she was dragged. I learn that all the shipping at Pondicherry, within about 16 miles of Cuddalore, were warned by telegraph of impending danger, ^{and} they went to sea. No such warning reached Cuddalore from what was a telegraph office there. A good many ships have yet to come to that port, and to Porto Novo about 20 miles south thereof, and this alone ought

I think to move Government to an early decision
to have the line of telegraph carried out
they again to urge that sanction
be accorded to the immediate extension of the
permanent telegraph from Sudevanam to
Bangalore

I have the honor to be
Sir

Your most obedient servant
William St. John
Agent

11

No. _____
GREAT SOUTHERN OF INDIA RAILWAY,
AGENTS OFFICE,
NEGAPATNAM, _____ 18
From THE AGENT,
Great Southern of India Railway,
To _____

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS' OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

To

From
The Agent
to the Comptroller
for Railways

Dated 23rd Decr 11
Recd 26th 3

11/12/305

P. 8108/11
Re the subject
of section of the
Government telegram
between Madras &
Guiderman's side

P. 8108/11

Proceedings of the Madras Government.
Read the following

From the Comptroller for Rys: (K.R. L. 701 d/28 Decr 1874)

194. 12

These papers will
be forwarded for the in-
formation and orders
of the Government of
India.

His Excellency the
Governor in Council can
add nothing to strengthen
the opinions already ex-
pressed in every commu-
nication since April last.

on the subject of com-
pleting permanent tele-
graphic communication
along the line under con-
struction.

W. E. No 195d/

Com: Engr. for Pys. ✓
Sept 25/1/75.

Copy of the above
forwarded to the Govt.
of India in continua-
tion of docket N^o 3520
d/ 15 December 1874.

C. W. W.

30
✓

W. E. & Co. Copy d/ 25/1/75.

8108

Govt. of 1874 Madras.
PUBLIC WORKS.

The Engineer-in-Chief
Dep't of Pub. Works

Instruction may be
opened and the necessity
for the construction of
permanent telegraph
between Tiruchirappalli
& Tanjore ~~was~~ ~~for~~
ordered to be forwarded
for the information &
orders of the Govt. of
India -

Dated
Recd. Encl. 2
G. O. 25 Jan 1875 No. 195

Nos. 405-405

South Indian Railway

Forwarding copy of
Proceedings passed on
papers regarding the
~~opening of the sections~~
the dates on which the
sections of the South Indian
Ry now under construction
may be opened & the con-
struction of a permanent
line of telegraph between
Tiruchirappalli & Tanjore -

Papers submitted by
the Engineer-in-Chief
regarding the sections
~~of the line~~ ~~furnishing~~ ~~in~~
~~formation~~ ~~when the~~
~~several sections of the~~
~~line will be opened~~ ~~for~~
furnishing information regard-
ing the dates on which
the several sections of the
Ry now under construction