

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1157 (Ry)	Press Mis.
Dated 5-4-	1877.

Not to be folded or roughly handled

174

*Proceedings of the Madras Government, Public Works Department,
5th April 1877. No. 1,157.*

No. 114. Read the following letter from W. C. FURNIVALL, Esq., Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 14th March 1877, No. 754 R:—

I AM directed to invite the attention of the Government of Madras to the telegrams marginally noted to and from His Grace the Governor.

To His Excellency the Governor of Madras, dated 26th February 1877.

"With reference to Government of India Resolution 1,702—4 Railway of July 5, 1876, would your Grace advise partly as a relief work the immediate construction of the short lines from Madras main line to Vellore, Arcot, and Salem."

From His Excellency the Governor of Madras, dated 3rd March 1877.

"Three branch lines referred to in yours of 26th are estimated approximately over 20 lakhs, are 13 miles long, earthwork light, masonry heavy, not so well adapted for relief works as Conjeveram and Chingleput line, estimated under 10 lakhs. Conjeveram and Chingleput line would employ some people as Vellore and Arcot branches."

to Her Majesty's Government in Government of India Despatch No. 158 Railway, of 30th August 1876, and the Secretary of State in his Despatch No. 128 Railway, dated 30th November 1876, replied that he had come to the conclusion that the project could not be entertained at present. A copy of the latter was forwarded to the Government of Madras, with Public Works Department No. 161 R, dated 23rd January 1877.

4. I am directed to suggest that, looking to the fact that most if not all of the relief works now undertaken are earthworks, and as it is believed that there are a large number of artificers who are either employed on relief works or are in a distressed state, it might be a more effective and practical economy to undertake the construction of these branch railways, which will give profitable employment to skilled labor and yield a remunerative permanent return than task-work on relief wages, which will leave no returns whatever, and will with the cessation of the necessity cease to be of any use whatever.

No. 115. ORDER THEREON, 5th April 1877, No. 1,157.

RAILWAY, No. 19.

ORDERED that the following letter be sent to the Government of India.

(Here enter No. 1,158, dated 5th April 1877.)

(True Extract.)

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

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PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 5th April 1877.

No. 116.

No. 1,158.

FROM

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department, Railway Branch,

To

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

RAILWAY, No. 20.

SIR,—In reply to your letter
No. 754 R, dated the 14th March, I am
directed to state that, subsequent to the

sitting of the Railway Commission which assembled at Madras during 1875, further inquiry into the expediency of constructing the proposed branches to Vellore and Arcot has raised the question whether it would not be preferable to divert the line of the Madras Railway from some point between the Sholinghur and Arcot Stations, to cross to the south bank of the Palar at the town of Arcot, to run through that town and Vellore, and to rejoin the existing line at some point between the Mailputty and Amboor stations. Among other arguments in favor of this diversion, it may be mentioned that the three large bridges on the existing line, over the Poiney, Palar, and Goriattum rivers (which have been condemned), would be replaced by one bridge over the Palar. This matter is now under investigation; and until it is disposed of His Grace the Governor in Council is of opinion that it would be undesirable to commence the construction of the proposed branches to Vellore and Arcot.

2. With regard to paragraph 4 of your letter under reply, I am directed to observe that it suggests an entire departure from the system for the employment of relief labor which has been pressed upon the attention of this Government. I am also to state that, if the profitable employment of skilled labor is to be desired, the construction of the link between Chingleput and Conjeveram would afford employment of precisely the same nature as the short branches to which the Government allude; and that, in the opinion of this Government, the remunerative return which may be expected from the former of these works is larger and surer than from the latter.

3. I am further directed to take this opportunity to press once more upon the attention of the Government of India the importance which this Government attaches to the construction of the earthwork upon the line between Chingleput and Conjeveram, as affording suitable employment for relief labor. His Grace the Governor in Council is of opinion that some 8,000 men could be advantageously employed upon this work for a period of three months; and that, if the Government of India accord their assent, it can be undertaken most opportunely as some of the works now on hand approach completion. The labor employed upon it could be concentrated, so as to admit of the enforcement of system and supervision to an extent which would be impossible in the case of smaller works; and the construction of the earthwork would not necessarily pledge the Government of India to any further expenditure, although,

in the opinion of this Government, the completion of the link between Chingleput and Conjeveram would prove a remunerative undertaking.

4. I am to add that, although Sir Richard Temple concurred with this Government in giving precedence to the doubling of the Arcunum line before undertaking the construction of the line from Chingleput to Conjeveram, yet that, on the occasion of his last visit to Madras, he entered fully into the views of this Government regarding the expediency of constructing the earthwork upon the last named line with a view to afford suitable employment to relief labor, and telegraphed to the Government of India to that effect. So far as this Government is aware, no reply to that recommendation has yet been received, but I am directed to express a hope that the Government of India will now be able to accord their sanction to the proposed work.

I have the honor to be,

Sir,

Your most obedient servant,

Lieut.-Col., R.E.,

Joint Secy. to Govt., P.W.D.,

Railway Branch.

Telegram
Juno by M. Stewart
Note by J. S. S. S. S.

I am sorry
13/2
13/3

The Telegram
arrived - from Sir R. Temple
It was suggested that
certain branch railways
might be made -
The reply was to the
effect that they were
not so desirable as the
Conjeveram Chingleput
earthworks - even if
desirable at all as
a matter of policy -
It seems to me that
it is desirable to take
this opportunity of
again pressing the
earthworks of the

Cor. Chingleput
which as a relief was
valued quantum
to employ 6. or 800
men for 3 months
So as to concentrate
as the Madras fort.
originally desired. The
labour ~~system~~ on large
works when system
& supervision are nearly
impossible - if this
were asented to. The
work would not be
commenced - owing to
the taking act. seeing

Notices &c. for 6 weeks
and would come in opportunity
as some of the works now
in hand approach completion
and would not ^{occupy}
Gudge fort. of India to
any further extent
than -

If my Hon. Colleague
were in this view - I
would suggest a letter
being addressed to Sir R. Temple
recapitulating the facts &
the expediency of
employing relief labour
in these earthworks
as being probably of more
ultimate value. That

Sections of roads
which can never be
properly maintained -
~~some~~ many of which
are really only desired
as a test of labour test.
Br. 12/3

Submitted to Sir H. J. in
original - who telegraphed
recommendation of G. of J
accordingly March 15
Br. -
Sir H. J. }
had copied }
minutes of }
Secy office }

P. W. DEPARTMENT.

Read the following:—

Letter from Government of India
No. 754 R of 14th March 1877.

FOR ORDERS.

Further inquiry
into the expediency of
constructing the proposed
branches to Vellore and
Arcot has raised the
question whether it
would not be preferable
to divert the present line
of the Madras Railway
from a point between
the Sholinghur and Arcot
stations, to cross to the
south bank of the Palan
at the town of Arcot,
so as to pass through that
place and in

I think the
Telegram referred to
read with Sir H. J. put
minute there does
not authorize the
beginning of the
C. & L. line until further
authority
I think the despatch
should be there and in

down and Vellore,
and to rejoin the present
line at a point between
the Mail posty and Am-
-boor stations. One
strong argument in
favor of the diversion
is that the three large
bridges on the present
line, over the Poiney,
Griattum and Palau
rivers, (which have been
condemned and must
be rebuilt) would be
replaced by one large
bridge across the Palau
at this matter is under
investigation; and
until it is disposed
of, the proposed branches
to Vellore and Arcot
cannot be commenced.

FOR ORDERS.

and with this
Memo - urging
again also the
line - mentioning
the fact that
I am receiving the
minutes of this for

I - - -
has recommended
but no decision
yet been reached
Mr. 24/2

I am
24/3

It does also
does not
despatch suggest
particular

from the station - ~~the~~
Substance allow ^{as} 2
task work - which has
been fixed on us ^{of} 1877
Rich Simpson policy 2
a far more reasonable
one - Briefly this will
be noticed in our reply
24/3 (MD)

This discussion was
alluded to in paragraph
2 of my Memorandum
dated the 28th February
1877. The argument quoted
by the Government of
India in favor of con-
structing the proposed
branches, that by this
means profitable em-
ployment could be
afforded to skilled labor,
does not seem entitled
to much weight. By
the construction of the
Cangeneram and Chingle
put link, employment
of precisely the same
nature could be given.
And this Government
is also of opinion that
the latter work would

afford a better remunerative return than the former.

Looking to the fact that on the 23rd January the Government of India sent to this Government the telegram quoted in the margin, and that Sir Richard Temple subsequently, on the 15th March, recommended to the Government of India that the Santhorpe branch of the Chingleput Comp. Railway line should be undertaken as a famine relief work, it would appear that the Government of Madras are authorised to make

The Madras Government are authorised to begin the Chingleput extension Railway if, after conferring with Sir Richard Temple on the condition of the Chingleput District, they think it necessary.

the necessary arrangements for carrying out the Santhorpe R.

Mountbatten

A. C. C. R. E.
Joint Secy. to Govt.
W. D. (By Branch)

No. 754 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway.

To the Secretary to the Government of Madras,
Public Works Department (Railway).

Fort William, 14th March 1877.

Sir,
I am directed to invite the attention of
the Government of Madras to the telegrams

To His Excellency, the Governor of Madras.
Dated 26th February 1877.

With reference to Government of India Resolution
1702-4 Railway of July 5, 1876, would your grace
advise partly as a Relief Work the immediate
construction of the short lines from Madras
main line, to Vellore, Short Branch Salem.

From His Excellency, the Governor of Madras.
Dated 3rd March 1877.

Three Branch lines referred to in your letter of 26th
are estimated approximately over 25 lakhs and
13 miles long. Earthwork light masonry heavy
not so well adapted for relief work as Congerum
and Chingleput lines estimated under 10 lakhs
Congerum and Chingleput line would employ some
people as Vellore and Short Branch.

manually rested to
and from His Grace
the Governor.
2. The three short
branches from the main
line of the Madras
Railway to Vellore, And
and Salem, were it
will be remembered,
proposed by the committee

which assembled in February 1875 to report on the
traffic of the Madras Railway. It was suggested

make these branches light lines to be worked by light engines and with the ordinary rolling stock of the Madras Railway.

3. The project for extension of the South Indian Railway from Corjeveram to Chingleput was favorably recommended to Her Majesty's Government in Government of India Despatch No. 158 Railway of 30th August 1876, and the Secretary of State in his Despatch No. 128 Railway dated 30th November 1876,

replied that he had come to the conclusion that the project could not be entertained at present.

A copy of the latter was forwarded to the Government of Madras with Public Works Department No. 161 R. dated 23rd January 1877.

I am directed to suggest that, looking to the fact that most if not all of the relief works now undertaken are earthworks, and as it is believed that there are a large number of artificers who are either employed on relief works or are in a distressed state, it might be a more effective and practical economy

to undertake the construction of these Branch Railways which will give profitable employment to skilled labor and yield a remunerative permanent return, than task work on relief wages, which will leave no returns whatever, and will with the cessation of the necessity, cease to be of any use.

use whatever.

I have the honor to be,
Most Obedient Servant,
M. F. Marshall
Under Secretary

P.W.D.
21 MAR 77
NO 3019

From
The Government of India
Dated 14th March 1877
J. H. B.

UNDER date the *5 April 77*
Read the following:—

From

The Govt. of India

(H6 No 754 R of 14 March 1911)

Ordered that the following
letter be sent to the Govern-
ment of India

(H.E. 101150 of 5 April 77)

The Secy. to the Government
of India
P. W. D.

Li.

I in reply to your letter L^o
454 R dated the 14th forward, I am dis-
tressed to state that, subsequent to the
meeting of the Railway Commission which
assembled at Madras during 1845,
further

C. E. for Hys. ✓

Apr 24 - April

further inquiry into the expediency of
 constructing the proposed branches to Villore
 Mr. Arcot has raised the question whether
 P.W. would not be preferable is divert the
 end of the Madras Railway from some point
 30 in the Sholinghur and Arcot Station
 28 to the South bank of the Nalar
 29 to the South bank of the Nalar
 21 at town of Arcot, to run through that
 18 to Villore, and to rejoin the existing
 21 line

some point between the headwaters
 of the Nalar and the headwaters
 of the Palar. Among other arguments
 in favour of this diversion, it was
 mentioned that the three large bridges
 existing line, over the Palar, Nalar
 and the Palar, (which have been
 damaged) would be replaced by one bridge
 over the Palar. This matter is now under
 investigation, and until it is disposed of,
 His Grace the Governor in Council is of
 opinion that it would be undesirable to
 commence the construction of the proposed
 branches to Villore and Arcot.

With regard to paragraph 2
 of

of your letter under reply, I am directed
 to observe that it suggests an entire
 departure from the system for the
 employment of Relief labour which has
 prevailed upon the attention of this
 Government. I am also to state that, if a
 profitable employment of skilled labour
 is to be desired, the construction of a
 line between Chingleput and Conjeevaram
 would afford employment of far
 more nature as the short branches
 the Government allude to; and that, in
 view of this Government, the
 labour which may be expected from
 the former of these works is larger and
 more than from the latter.

I am further directed to
 take this opportunity to press once more
 upon the attention of the Government
 of India the importance which this
 Government attaches to the construction
 of the earthwork upon the line between
 Chingleput and Conjeevaram, as affording
 suitable

suitable employment for Relief labour.
His Grace the Governor in Council is
of opinion that some 8000 men could be
advantageously employed upon this work
for a period of three months; and that,
if the Government of India accord their
assent, it can be undertaken most op-
portunately, as some of the works now on
hand approach completion. The labour
employed upon it could be concen-
trated, so as to admit of the enforcement
of system and supervision to an extent
which would be impossible in the case
of smaller works; and the construction of
the earthwork would not necessarily
pledge the Government of India to any
further expenditure, although, in the op-
inion of this Government, the completion
of the link between Chingleput and
Conjeveram would prove a remunera-
tive undertaking.

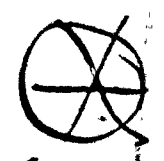
4 I am to add that, although
Sir

24
Sir Richard Temple concurred with
this Government in giving precedence
to the doubling of the Arcotum line be-
fore undertaking the construction of
the line from Chingleput to Conjeve-
ram, yet that, on the occasion of his last
visit to Madras, he entered fully into the
views of this Government regarding
the expediency of constructing the
earthwork upon the last-named line
with a view to afford suitable employ-
ment to Relief labour, and telegraph-
ed to the Government of India to that
effect. So far as this Government is
aware, no reply to that recommendation
has yet been received, but I am directed
to express a hope that the Government
of India will now be able to accord
their sanction to the proposed work.

MS B. 1. 1. 1.
5 Apr 177

W.

Ans 3019



Gobt. of 1877 Madras
PUBLIC WORKS.

To The Commr Eng^r & Supt^r of P.W.

Dated

Issued

Recd.

Encl.

G.O. 5th April 1877, No. 1157/1150

W

Nos. 112-114
115-116

Branch Railway lines
to Vellore, Arcot and Salem

The Government of India
addressed in the subject
of the expediency of under-
taking the completion of the
link between Chingleput
and Conjeram in preference
to the —

Requesting that sanction
may be accorded to the
construction of the extension
of the Chingleput. Conjeram
line in preference to
the branch railway line
to Arcot, Vellore and Salem

20 S.C.

For Secy
for R.W.