

634
Govt. of {1896} Madras.
PUBLIC WORKS.

Dated

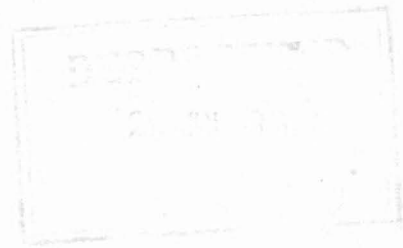
Recd.

Encl.

G.O., 15/7/1896 No. 2055A

Railway bridge across the
Vizagapatam backwaters.

Office Note from the Joint
Secretary, Railway Board
forwarding letter from the
Manager, East Coast Ry.
explaining his action in the
matter of the — decided
in confirmation of G.O. No.
1547 A of 20.6.96.



W 15/7

P.N. 2857/r d. 3-10-96
Ma. 773 d. 2-9-97

No. 2055 W.L. 1TH JULY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

Office-note from C. W. HODSON, Esq., Officiating Joint Secretary to Government, Public Works Department, Railway Branch, to the Joint Secretary to Government, Public Works Department, dated 26th June 1896.

In continuation of my office-note of 9th May 1896, I send herewith, for your perusal and return, letter No. 4838/355 of 19th June 1896, from the Manager, East Coast Railway, which I think conclusively shows that his action was not taken without due regard to the interest of the Government nor without full consultation with the local authorities, and also that the proposal to close the backwater was agreed to by the Port Officer (Captain Street).

Under the circumstances, I think it will be best to watch the effect of what has been done before deciding whether any further action is necessary.

But as I understand that the Collector's letter (which is practically an accusation against the Railway authorities of having acted in an unwarranted manner) has been printed in a Government Order, I think that the Manager's refutation of the accusation shall be treated in a similar manner.

ENCLOSURE.

From A. BRERETON, Esq., Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 19th June 1896, No. 4838/355.

With reference to your endorsement No. 1363, dated 30th April 1896, forwarding a copy of a letter from Mr. W. A. Willock, Collector of Vizagapatam, on the obstruction to the flow of the tidal water caused by certain works on the East Coast Railway, and calling for a report on the same.

In reply I have the honour to remark that I think Mr. Willock has been misinformed as to the nature of the work done by the Railway, and that his letter was written under a misapprehension of the action taken by the Railway throughout this important question.

2. When I took over charge here as Manager in November 1893, I found the earthwork of the swamp line had been partially constructed and materials collected at site for the necessary bridging.

3. The work had been stopped at that stage by Mr. J. R. Bell, on the grounds, as I understood at the time, that he considered a line passing through the town of Vizagapatam would have the following advantages, viz.:—

- (a) it would be more economical to construct;
- (b) that it would give a safer and better entrance to the wharf sidings;
- (c) and further that a station in the centre of the town would be more convenient to the public, and the Railway would save considerably by having only one station to work instead of two.

4. The entrance *via* Ross' Hill had been condemned, and it was therefore necessary to establish a permanent connection with the wharf sidings, either through the swamp as advocated by Mr. Spring or through the town of Vizagapatam as proposed by Mr. Bell.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated July, 15th.

Recd.

Encl.

G.O. No. 2055 W., 15th July 1896.

JULY.

**Railway bridge across the
Vizagapatam backwater**

Office-note from the Joint Secretary,
Railway Branch, forwarding letter from the
Manager, East Coast Railway, explaining his
action in the matter of the —, recorded in
continuation of G.O. No. 1847 W., dated
20th June 1896.

No. _____

FROM

THE MANAGER,

EAST COAST RAILWAY

Accompaniment.
Per letter 10/10/1910

96

9
14

1874

Almanac

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station _____ date _____ 189

OFFICE NOTE.

From *R*To *W.*

In cont. of m^r J^r W
 of 9th May 1896, I send forward
 for your perusal and
 return letter N^o $\frac{4838}{353}$ of
 18.6.96. from the Manager
 East Coast Ry - who I think
 conclusively shows that his
 action was not taken
 without due regard to the
 interests of the Port. nor
 without full consultation with
 the local authorities, and
 also that the proposal to
 close the bookshop was
 agreed to by the Port Officer
 (Cape Street)

Under the circumstances
 I think it will be

J.W.C.N. 6314

(31)

Encls

don't want to see this
action can be taken in
the letter

in Wallack letter was
for more to be
after a time

Wallack letter dated 10/18/72
dated 1st June 1896

Wm. W. Wallack
10/18/72

What the effect of the law has
been upon various subjects and
justice been in running.

But as I understood the
the Editors letter (which is
regarding an accusation against the
the author of some school in an
unavoidable manner) the law
provided in a P.O., I think the law
the Manager reputation of the
accusation should be treated in a
similar manner

Q

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16/6/96

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- 27.8.78.2274 W
- 27.6.78.337 W
- 12.3.80.745 W
- 13.8.80.1939 W
- 26.11.89.5323 C
- 23.10.91.2787 W
- 10.11.91.2582 W
- 4.11.91.4872 C
- 10.11.91.2582 W
- 25.12.91.2469 W
- 8.2.92.348 W
- 12.2.92.436 W
- 3.3.92.707 W
- 17.12.92.3452 W
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17.11.1896

Publ.

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Office Note from the Joint Secretary to Govt. Railway Branch
- d/26 June 1896.

Recorded in conti-
-uation of G.O. 1847 W, dated
2 June 1896.

- The Railway Branch.
- " Suply. Engrs. I Circle.
- " Collector, Vizagapatnam.
- " Marine Department.

Note.

Beyond recording the
papers no further action seems
necessary. Mr. Whitlock's letter
concerning the proposed
branching of the railway
at Vizagapatnam is
under consideration.