

Public Works Department.

Government {1897} of Madras.

REVENUE.

Recd.

Enclosures

1897.

Regd.

Spare copies

G.O., No. 210, 26th March 1897.

Order thereon No. 1149 W of 4.5.97

*Communicated to the Consulting
Engineer for Railways and to the
Superintending Engineer I circle*

MARCH.

(True extract)

(sd) D. M. C.

*To the Superintending Engineer I circle
" Examiner P.W. Accounts
" Consulting Engineer for Railways*

Breaking of Ballast.

Letter from the Government of India stating that it has no objection to the proposals of this Government for undertaking the — required for the East Coast Railway as a relief-work, so far as the present or expected requirements of the railway for the next few years go, and suggesting the construction of feeder roads as a further measure of relief work, communicated to the Board of Revenue with remarks.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—again the following G.O., Mis. No. 965, Revenue, dated 18th February 1897:—

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 1st February 1897, Mis. No. 756:—

Read—the following letter from C. J. WEIR, Esq., Collector of Ganjám, to the Secretary to the Commissioner of Revenue Settlement and Director of the Department of Land Records and Agriculture, dated 10th January 1897, Ref. No. 216-Ver. of 1896:—

Adverting to the correspondence ending with Board's Resolution Mis. No. 10, dated 1st instant, about breaking of ballast for the East Coast Railway, I have the honour to enclose copies of letter, No. 18, dated 5th instant, from the Executive Engineer, No. II Open Line Division, East Coast Railway, letter No. 89, dated 6th January 1897, from the Manager, East Coast Railway, and my letter R. C. No. 216-F, dated 8th instant, to the Manager, East Coast Railway, for the information of Board.

ENCLOSURES.

From F. W. MORSE, Esq., Executive Engineer, No. II Open Line Division, East Coast Railway, to the Collector of Ganjám, dated Berhampur, 5th January 1897, No. 18.

In answer to your letter, No. 216-F of 1896, dated 29th December 1896, and in continuation of this office No. 4702, dated 5th November 1896, I have the honour to inform you that owing to recent orders from the Director-General of Railways the amount of ballast required for the completion of the line has been reduced by nearly 50 lakhs of cubic feet in the Ganjám collectorate, and that the ballast already by side of line and in depôts is rather more than sufficient from Doosi to Humma and that only a little over 3 lakhs of ballast are required to complete between Humma and the Bengal frontier at railway mileage 431. Of this amount 130,000 cubic feet can be collected at mile 415½ or 3 miles south of Rambha and 185,000 cubic feet at mile 425, Kallikota station yard. I cannot say what number of famine coolies could be employed on turning out the amount of 315,000 cubic feet, but at 10 cubic feet per day per man it would employ 200 coolies for five months.

A specification for the supply of ballast will follow.

From A. PRESTON, Manager, East Coast Railway, to the Collector of Ganjám dated Waltair, the 6th January 1897, No. 89.

With reference to your letter, R. C. No. 2608, dated 19th December 1896, and in continuation of my No. 10038, dated 25th idem, regarding the breaking of stone at quarries by famine labour for ballast for railway purposes, I have the honour to state that we cannot guarantee to take over during the next financial year the whole of the ballast that may be broken up, as we cannot tell what money will be available for the purpose until the budget allotment for capital expenditure for the year is known.

2. What I gave you to understand was that the stone so broken would be taken over by the railway from time to time as required, and that the money would eventually be recovered, though perhaps not immediately.

From C. J. WEIR, Esq., Collector of Ganjám, to the Manager, East Coast Railway, dated Berhampur, 7th January 1897, R.C. No. 216-F of 1896.

I have the honour to forward copy of letter No. 18, dated 5th January 1897, from the Executive Engineer, No. II Open Line Division. Its contents are to me very disconcerting.

Relying on Mr. Howard's letter No. 4702, dated 5th November 1896, and the subsequent conversation I had with you on the subject, I had addressed the Government of Madras and obtained their approval to the breaking of ballast being carried out as a famine-relief work on the terms you proposed. I consequently relied largely on this work as a means of affording relief in some of the most threatened areas in this district, and did not think it necessary to investigate other less-promising schemes in those localities.

2. From an interview I have had with Mr. Morse, the Executive Engineer, I understand that the reduction in the amount of ballasting ordered by the Director-General of Railways is a measure of economy, and that the ballast now to be laid in this district is less than what has been laid in other parts of the line, and is less than what is supposed to be the standard amount required for a well constructed railway line.

I further understand that the economy in ballast would probably be temporary and that probably the line would have to be laid with the full standard amount within a few years.

If I am right in these assumptions I would ask you to address the Director-General of Railways and point out that the ballasting of the line up to the original standard would afford very valuable famine-relief work in parts of this district, where no other works likely to be at all remunerative to the State are available, and that, if the reduction in the amount of ballast now ordered is a measure of temporary economy, the Madras Government, as I understand their orders, were prepared to advance from Provincial Funds for a famine-relief work the amount required for breaking ballast and to allow the payment or adjustment to lie over to such time as the finances of the railway would permit.

Resolution—dated 1st February 1897, Mis. No. 756.

Submitted for the information of Government with the suggestion that it be ascertained from the Director-General of Railways what the total requirements of the line as to stone ballast will be.

2. If the work be undertaken as a relief work, the question of how the charge is to be met will be subject to the rules set forth in the resolution communicated with G.O., No. 750, dated 26th December 1896.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAH,
Secretary.

To the Secretary to Government, Revenue Department,
with three enclosures.

Copy to the Collector of Ganjám.

Order—Mis. No. 965, Revenue, dated 18th February 1897.

The proposal approved in G.Os., No. 5138, dated 14th December 1896, and No. 37, dated 5th January 1897, was that the breaking of ballast required for the East Coast Railway in Ganjám should be undertaken as a famine-relief work, to be paid for in the first instance from Provincial Funds, the railway agreeing to take over the metal broken at current rates in 1897-98. The Government now understand from the Manager's letter, No. 89, dated 6th January 1897, that he cannot guarantee that all the metal broken will be taken over and paid for in the next financial year, though apparently he has no objection to take over ballast to the limit of his requirements as budgeted from year to year.

2. The Collector should again place himself in communication with the Manager with a view to ascertain the maximum amount of ballast that could be utilized in 1897-98 and succeeding years from the various quarries at which it is proposed to employ famine labour and remodel his programme accordingly.

3. Ordered that the following letter be addressed to the Government of India.

(True Extract.)

(Signed) G. STOKES,
Ag. Secretary to Government.

To the Board of Revenue (Revenue Settlement, Land Records and Agriculture).
„ the Public Works Department.

Letter—from the Secretary to the Government of Madras, Revenue Department, to the Secretary to the Government of India, Public Works Department, Railway Branch, dated 18th February 1897, Mis. No. 966.

It is probable that relief works will shortly have to be opened in the district of Ganjám, and as it is very difficult to find suitable works in the district, especially in the zemindari tracts, this Government some time ago sanctioned a proposal made by the Collector in consultation with the Manager, East Coast Railway, that the breaking of ballast required for the line in the district be undertaken as a relief-work to be paid for in the first instance from Provincial Funds, the Railway agreeing to take over the metal broken at current rates next year. It was then calculated that the ballast that would be required would afford employment to 5,000 labourers for six months, but it now appears that, owing to recent orders from the Director-General for Railways, reducing the estimate for ballast, the whole of this amount cannot be taken over and paid for in 1897-98, and that the amount actually required would employ only 200 men for five months. As, however, the Government understands that this economy in ballast is only temporary and that the line will have to be laid with the full standard amount in a few years, it has directed the Collector to place himself in communication with the Manager in view to ascertaining the maximum amount that could be utilized in 1897-98 and succeeding years from the various quarries at which it is proposed to employ famine labour and remodel his programme accordingly.

2. As originally arranged, this Government is prepared to make the necessary provision of funds required for the work, to be adjusted from year to year, as ballast is taken over by the railway, from the allotments made therefor; and I am to enquire whether this arrangement meets with the approval of the Government of India.

READ—the following letter from G. A. ANDERSON, Esq., Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Acting Secretary to the Government of Madras, Revenue Department, dated Calcutta, the 16th March 1897, No. 452-R.C. :—

I am directed to acknowledge the receipt of your letter, Mis. No. 966, dated 18th February 1897, stating that it is probable that relief works will shortly have to be opened in the district of Ganjám and that as it is very difficult to find suitable works in the district, the Government of Madras some time ago sanctioned a proposal made by the Collector that the breaking of ballast required for the East Coast Railway should be undertaken as a relief-work to be paid for in the first instance from Provincial funds, and the amount to be subsequently recovered from the East Coast Railway as ballast is taken over. You add that the Government of Madras are prepared to make the necessary provision of funds required for the work and enquire whether this arrangement meets with the approval of the Government of India.

2. In reply I am to inform you that, so far as the present or expected requirements for the next few years of ballast for the East Coast Railway go, the Government of India have no objection to the proposals and that the Manager, East Coast Railway, will be in a position to explain, with reference to each district, to what extent the recent orders issued to him by the Director-General of Railways on the subject of ballasting the line, will cover the payment for collected ballast either now or in the next few years.

3. I am also to say that it would appear unprofitable to prepare broken ballast in excess of these probable requirements, and to suggest, as a further measure of relief work, the construction of feeder roads to the railway stations on the East Coast Railway, which the Government of India are advised are very much wanted and are at present in some places practically non-existent.

ORDER—No. 210, Revenue, dated 26th March 1897.

Miscellaneous.

Communicated to the Board of Revenue and the Public Works Department.

2. The Collector should decide in consultation with the Local Fund Boards and the Manager, East Coast Railway, what feeder roads are necessary, and submit an early report as to whether any of them can be undertaken as relief-works. Estimates for such of the roads as are suitable for relief purposes should be prepared at once.

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