GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Collector of the Vizagapatam District, to the Secretary to Government, Public Works Department, Railway Branch (through the Presidency Port Officer, Madras), dated Vizagapatam, 6th October 1890, No. 3232.

With reference to G.O., No. $\frac{1400}{A}$ R., Public Works, dated 18th September 1890, I have the honor to state that after going over the railway approach to the Vizagapatam backwater in company with the Presidency Port Officer, the Chief Engineer of the East Coast Railway and the Executive Engineer in charge of this division of the line, I am satisfied that the alignment is the best that can be selected and will not interfere with shipping and landing operations to any objectionable extent. The only difficulty likely to arise will be with regard to finding room for the boatmen to draw their boats up out of the water, a thing which must be done about once a fortnight to preserve them from worms. We find there is a fair amount of beach on the southern side of the backwater fit for the purpose, or which can easily be made so, so that a little grumbling on the part of the boatmen is all that need be expected on this score. The Chief Engineer will not object to cargo from carts being shipped across the line if necessary and there is a good site on the southern side of the inlet, which could be made use of for dealing with produce arriving from the south by cart at trifling cost, if it were required to make further provision for shipping operations of that description. In my letter disposed of in the Government Order quoted above I merely suggested possible objections and asked that the arrangements should be considered by the head of the Marine Department before we were finally committed to any particular course, and it therefore seems unnecessary for me to say more than that I am perfectly satisfied with Captain Street's opinion.

2. As regards the question of what effect the railway embankment will have on the backwater and bar there can be no doubt but that it is capable of being made of great service and cannot do any harm. It occupies the position most suitable for a training wall along the northern shore, passing as it does as nearly in a straight line from the Pontoon bridge to the commercial shed as it conveniently can. To utilize it properly a few additional small works will be required. These have been fully discussed and estimates of their cost will be submitted through the Marine Department at a very early date, in the hope that Government will see its way to make a small grant from Provincial funds to assist the port at a time when improvements are likely to be attended with very valuable results.

No. 1066/479 G.

Forwarded, observing that I fully concur in the views expressed by the Collector of Vizagapatam on the different points referred to in his letter.

MADRAS,
11th October 1890.

(Signed) H. A. STREET, Captain, H.M's. I.M.,
Presidency Port Officer

Telegram from the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Vizagapatam, 13th October 1890.

Have discussed matter respecting the railway through Vizagapatam and by the harbour with the Collector and Captain Street who agree in thinking that the line as marked will in no way injure the harbour or interfere with the shipping operations or future works connected with the port, also that the line is most suitable in other ways—*vide* Collector's letter No. 3232, dated sixth instant. Please cancel your order to stop work.

Telegram from the Collector of the Vizagapatam District, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Vizagapatam, 14th October 1890.

Your telegram fifth September. East Coast alignments perfectly satisfactory through Vizagapatam district. Chief Engineer and I will consider location of stations later as some alterations are desirable. Alignment not affected by this.

From the Presidency Port Officer, Madras, to the Chief Secretary to Government, Marine Department, dated Madras, 10th October 1890, No. 1066/476 G.

I have the honor to acquaint you, for the information of the Government, that in compliance with the instructions contained in a telegram received by me on the 18th September last, from the Officiating Joint Secretary to Government, Public Works Department, Railway Branch, I proceeded on the 1st instant to Vizagapatam, and having inspected the proposed line of railway along the beach in company with the Collector of the district, Mr. Walker the Chief Engineer of the East Coast Railway, and the Executive Engineer in charge of the division, I beg to state that, in my opinion, it will not interfere with the sea traffic to such an extent as to render any change of alignment necessary. It is true that the line will be between the boats and the road, but sub-ways will be provided for coolies, and the few trains which may pass daily along the beach line will not, I anticipate, cause much obstruction to landing and shipping operations. The boat-owners will be the persons most affected by the line of railway along the beach, as the space now used by them for placing their boats when not required to be kept afloat will be curtailed to a very serious extent, but this difficulty, I believe, can be got over if they can be induced to utilize the beach on the southern side of the backwater which I was told could be made available for the purpose.

2. To ensure having deep water along the railway embankment on the northern side of the harbour it will be necessary, in my opinion, to divert the ebb tide towards the embankment, and this may possibly be effected by a couple of small groins placed on the southern side of the backwater. It is proposed to carry out this work departmentally, and an estimate will be submitted for sanction in due course.

3. It also appeared probable that a stone groin connecting with the curve of the embankment in the vicinity of the Custom House and running out in an easterly direction to about 6 feet of water on the seaward side of the bar might have the effect of improving the present channel across the bar, and perhaps, with the assistance of a dredger, of creating a channel which boats would be able to use at all times of the tide. An estimate on account of this work with specification will be submitted in due course.

Transferred to the Public Works Department (Railway Branch) with reference to G.O., No. $\frac{1400}{A.}$ R., dated 18th September 1890.

15th October 1890.

(Signed) J. F. PRICE,
Chief Secretary.

ORDER—dated 18th October 1890, No. 1545 R., Public Works.

Ordered that the following telegrams be despatched:—

To the Engineer-in-Chief, East Coast Railway, Waltair.

"Work may proceed so far as sanctioned by India throughout Vizagapatam district including portion objected to by Collector in his No. 2908, dated 7th September, Collector having withdrawn all objections except to positions of certain stations about which he is in correspondence with you."

To the Collector of Vizagapatam.

"Walker has been wired to that work may proceed throughout Vizagapatam district all objections having been withdrawn by you except as to the positions of certain stations about which you are corresponding with him."

2. These Proceedings will be communicated to the Consulting Engineer for Railways with reference to Proceedings No. $\frac{1400}{A.}$ R., dated 18th September 1890.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, East Coast Railway Accounts.
" Revenue Department.
" Marine Department.
" Collector of Vizagapatam.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated October, 18th.

Read. *Encl.*

G.O., 18th Oct. 1890, No. 1545 R.

OCTOBER.

East Coast Railway

The Engineer-in-Chief authorised to proceed with the work in connection with the — throughout Vizagapatam district, and the Collector informed of the same.

No 3232

VIZAGAPATAM. Collectors Office

Dated 6th October 1890

From

W. A. Willock Esq^r.

Collector

Vizagapatam District.

To

17

The Secretary to Government,
Public Works Department,
Railway Branch Madras.

Through The Presidency Port Officer Madras.

Sir.

With reference to G.O. No. 1400 R/A Public Works, dated 18th September, 1890, I have the honor to state that after going over the railway approach to the Vizagapatam Backwater in company with the Presidency Port Officer, the Chief Engineer of the East Coast Railway and the Executive Engineer in charge of this division of the line I am satisfied that the alignment is the best that can be selected and will not interfere with shipping and landing operations to any objectionable extent. The only difficulty likely to arise will be with regard to finding room for the boatmen to draw their boats up out of the

the water, a thing which must be done about once a fortnight to preserve them from worms. We find there is a fair amount of beach on the southern side of the backwater fit for the purpose, or which can easily be made so, so that a little grumbling on the part of the boatmen is all that need be expected on this score. The Chief Engineer will not object to cargo from carts being shipped across the line if necessary and there is a good site on the southern side of the inlet, which could be made use of for dealing with produce arriving from the south by cart at trifling cost, if it were required to make further provision for shipping operations of that description. In my letter disposed of in the G.O. quoted above I merely suggested possible objections and asked that the arrangements should be considered by the Head of the Marine Department before we were finally committed to any particular course and it therefore seems unnecessary for me to say more than that I am perfectly satisfied with Captain Streets' opinion.

2. As regards the question of what effect the railway embankment will have on the backwater and har there can be no doubt but that it is capable of being made of great service and cannot do any harm. It occupies the position most suitable for a training wall along the northern shore, passing as it does as nearly in a straight line from the Poulton bridge to the Commercial shed as it conveniently can. To utilize it properly a few additional small works will be required. These have been fully discussed and estimates of their cost will be submitted through the Marine department at a very early date, in the hope that Government will see its way to make a small grant from Provincial funds to assist the Port at a time when improvements are likely to be attended with very valuable results.

I have the honor to be
Sir,
Your most obedient servant.

W Saddleton
Collector.

No 1066
479 Y.

Forwarded, observing that I fully concur in the views expressed by the Collector of Vizagapatam on the different points referred to in his letter.

H. A. Beat

Captain H.M's 3d
Presidency Port Officer

Presidency Port Office
Madras 11th October 1890

C/726

1890.

Department

From

The Collector
Vizagapatam Dt

To.

The Secretary to Government
Public works Department
Railway Branch.
Madras.
through the Presidency Port
Officer Madras.

Dated. 6th October 1890

Rec'd. 8/14.10.90

No
3232
Subject.

Forwarding that the alignment already proposed regarding the Railway approach the backwater is best that can be selected and will not interfere with the Shipping & Landing Operations and that the Railway embankment will do no harm to the backwater & harbour

Vide C No 9746
8/14-10-90

Port Office, Madras.

No 1066/476 G.

Heading.

From

Presidency Port Office,
Madras, 10th October 1890.

Rec'd 8924

Code (Class.) DS

INDIAN TELEGRAPHS. 04932 Monthly Number.

To (Office) madras triplicane From (Office) vizagapatam

Words.	Day.	Hour.	Minute.	Official Instructions.
87/4	13	7	45	dfd. readd at oty

To (Person) works railway

From (Person) en. 6. E. 6. ry

14/10/90 babu Gen Records 2nd R/ 14/10

have discussed matter respecting the railway through vizagapatam and long the harbour with the collector and captain street who agree in thinking that the line as marked will in no way injure the harbour or interfere with the shipping operations ~~of~~ or future works connected with the port also that the line is most suitable in other ways vide collectors ~~ort~~ letter number 3232 dated sixth instant please cancel your order to stop work.

64 Word Form.

Recd. from ... SN. ... Sent to ... SN. ... MADRAS 13-10-90

Recd. from ... SN. ... 14-10-90 ... Sent to ... SN. ... MADRAS 13-10-90

G. W. Allen and Co.—No. 179T—8-2-90—20,000.

G. W. Allen and Co.—No. 179 T.—10-2-90—20,00,000.

Fwd 2nd

Cash

No 1066/476 G.

Heading.

Presidency Port Office,

Madras, 10th October 1890.

From

East coast

The PRESIDENCY PORT OFFICER

Code Class. D.S.

INDIAN TELEGRAPHS. Message No. 05596

To (Office) Madras.

From (Office) Vizagapatam

Words.	Day.	Hour.	Minute.	Official Instructions.
38.	14.	17.	36.	dep.

To (Person) Works Railway.

From (Person) Collector.

Your telegram fifth September East Coast alignments perfectly satisfactory through Vizagapatam district Chief Engineer and I will consider location of Stations later as some alterations are desirable alignment not affected by this.

F.C.2.

44 Word Form.

14-2.

10/10/90

R/

Recd. from LN. Sent to LN.

At Hrs. Mts. by

MADRAS 14 1090

Telegraph Master.

East

B. W. Allen and Co.—No. 179 T.—10-2-90—20,000,000.

No 1066/476 Y.

Mc. 897

Heading.

East coast Railway

PRESIDENCY PORT OFFICE,

Madras, 10th October 1890.

From

THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

I have the honor to acquaint you, for the information of the Government, that in compliance with the instructions contained in a telegram received by me on the 18th ultimo September last, from the officiating Joint Secretary to Government, Public Works — Department, Railway Branch, I proceeded on the 1st instant to Veragapatam, and having inspected the proposed line of railway — along the beach in company with the Collector of the District, Mr. Walker the Chief Engineer of the East

East Coast Railway, and the Executive Engineer in charge of the division, I beg to state that, in my opinion, it will not interfere with the sea traffic to such an extent as to render any change of alignment necessary. It is true that the line will be between the boats and the road, but subways will be provided for coolies, and the few trains which may pass daily along the beach line will not, I anticipate, cause much obstruction to landing and shipping operations. The boat owners will be the persons most affected by the line of railway along the beach, as the space now used by them for placing their boats when not

required to be kept afloat will be curtailed to a very serious extent, but this difficulty, I believe, can be got over if they can be induced to utilize the beach on the Southern side of the backwater which I was told could be made available for the purpose.

2. To ensure having deep water along the railway embankment on the Northern side of the harbour, it will be necessary, in my opinion, to divert the ebb tide towards the embankment, and this may possibly be effected by a couple of small groins placed on the Southern side of the backwaters. It is proposed to carry out this work departmentally

departmentally, and an estimate will be submitted for sanction in due course.

3. It also appeared probable that a stone groin connecting with the curve of the embankment in the vicinity of the Custom House and running out in an easterly direction to about 6 feet of water on the seaward side of the bar might have the effect of improving the present channel across the bar, and, perhaps, with the assistance of a dredger of creating a channel which boats would be able to use at all times of the tide. An estimate on account of this work with specification will be submitted in due course.

I have the honor to be,
Sir,
Your Obedient Servant
H. A. Street
Captain Hall's Tell
Presidency Port Officer.

9/15 October/890

Transferred to the Public Works Department (Railway Branch) with reference to G.O. No. 1400 A. R. dated 18th September 1890.

Chief Secretary.

P.W.C. No. 9830

Cl. No. 894

Marine (1890) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 1066/476 G

Dated 10th
Received 11th } October 1890.

Rd. 16-10-90.

No.

CHIEF SECRETARY'S DEPARTMENT 11 OCT 90

Subject.

Furnishing a report in connection with the proposed line of East Coast Railway

Transferred

Papers connected with
Presidency Port Officer.

A

No. 1525 R

Public Works Department,

Railway Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 18th Oct. 90

Read the following

Endorsement from the Presidency Port Officer } M.E. No. 1066/479 G dy 11th Oct. 90

Telegram from the Engr. in Chief E.C.Ry. } —"— —"— dy 13th do —

Telegram from the Collector of Vizagapatam } —"— —"— dy 14th do —

Endorsement from the Chief Secy. to Govt:— } —"— —"— dy 15th do —

Ordered that the following telegrams be despatched:—

To The Engineer. in. Chief
East Coast Railway
Wallair

"Work may proceed so far as sanctioned by India throughout Vizagapatam district including portion objected to by Collector in his No. 2908 dated

"dated 7th September, Collector
"having withdrawn all objections
"except to positions of certain
"stations about which he is
"in correspondence with
"you."-

To The Collector of
Vizagapatam

"Walker has been moved
"to that work may proceed
"throughout Vizagapatam dis.
"trict all objections having
"been withdrawn by you
"except as to the positions
"of certain stations about
"which you are corresponding
"with him."-

2. These Proceedings
will be communicated to
the Consulting Engineer for
Railways with reference
to Progs: No. 1400/A dt 18th
September 1890.-

Telegram despatched 18th Oct 90.

Pencil 1890

A

No. 1545 R dt 18th Octr: 90

Tel: receipts 18-10-90.

Secn 3/11

To The Consg: Engr for Rys
" Exams. S. C. Ry Secs:
" Accountant do:
" Marine do.
" Collector of Vizagapatam

5-8-16

Govt. of [18] Madras.

PUBLIC WORKS.

2/4/50

Dated

Rec'd. Encl.

G.O., 18 Oct 1870, No. 154 R

East Coast Railway

The Engineer-in-Chief authorised to proceed with the work in connection with the — triumphant Vizagapatam district, & the Collector informed of the same.

100/

10

Mco E.I.C.C 2nd 10/90