

1893
Public Works (~~190~~) Department.

RAILWAYS.

G.O., No. 1023 R

DATED 18-7-1893 ~~190~~.

[Despatch Abstract.]

Mayavaram Nutupet Railway

Orders on correspondence relative
to the want of progression the

Indexed.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

[illegible]

No. 716

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

RYCHINOPOLY, (3rd)

June 1893.

077

Agent,

SOUTH INDIAN RAILWAY.

1

he CONSULTING ENGINEER FOR RAILWAYS,
MADRA

ADRAS.

2

Sir,
With reference to the remarks contained in
G. O. N^o 65 R of 14th January, 1893, concerning want of
progress on the Mayavaram - Mutipet Railway, I beg
to forward, for the consideration of Government, an extract
from letter N^o 99 of the 12th ultimo from the Managing
Director of this Company in London, together with a copy
of the Chief Engineer's report therein referred to, and I have
the honor to ask you to be good enough to comply with the
request of the Directors to submit the report to Government
in relation to their order quoted above.

I have the honor to be

Li.

Yours most obedient servant,

2. Enclosures by }
book post. }

David Logan.
City Agent

Handwritten signature

P. W. CURRENT. 6479

826

Reg. 22-7-93

Ex. 2

It is sufficient to point out that in 1890-1 when expenditure commenced 2.86 lakhs were spent, & that at the end of 1893-4 there will remain £92 thousands to complete the line. The Company's officers who had to furnish land claims to an extent of 1000 acres in the acquisition. The remarks made by Govt. were fully justified.

26th June

It may be well to examine Mr. Logan's assertion that the time under consideration compares favourably with that occupied for other lines in the Taire district. I suspect it is not true.

14th

No. 228 of 16 June 1893.

Submitted to
Joint Sect. Reps

From

16

6

Put up the first 90. Shrimingam in which expenditure was incurred. The first was 90-1 & the estimate put up shows that 92 lakhs will remain to be spent in 94-5. The balance nearly 5 years.

11th June

f.o. 29 of 26 June 93 put up

11th June

2nd 19/6

2nd 14/6 R 19/6 again 2nd 21/6 R 23/6

No: 716

South Indian Railway Company Limited
Agents Office

Trichinopoly. 3rd June 1893.

P. 11

From

The officiating Agent,
South Indian Railway.

To

The Consulting Engineer for Railways,
Madras.

Sir

With reference to the remarks contained in f.o. no. 65.R of 14th January 1893. Concerning want of progress on the Mayavaram - Muttupet Railway I beg to forward, for the consideration of Government, an extract from letter no. 99 of the 12th letters from the Managing Director of this Company in London, together with a copy of the Chief Engineer's report therein referred to, and I have the honor to ask you to be good enough to comply with the request of the Directors to submit the report to Government in relation to their order quoted above.

I have the honor to be

Sir

Your most obedient servant
(signed) David Logan
Offg. Agent.

E. P. 11

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated
Received

No.

189

Print

South Indian Railway.

2 SP

Extract from letter from the Managing Director,
to the Agent, dated London 12th July 1893, No. 99.

Mayavaram Multiple Railway.

With your letter No. 198, you forwarded
Copy of Proceedings of the Government of Madras
14th January 1893, No. 65R Public Works, Comment-
ing upon a lapse on the Budget Estimate
for this work for 1892-93 of 6 1/2 lakhs.

In their order the Government remark.
"The fact that the line, little more than
"50 miles in length, will have been five
"years under construction is enough to
"condemn the administration of the Com-
"pany which undertook the work."

The Directors share the conviction of
the Chief Engineer that Government in per-
-ring these words, severely condemnatory as
they are of the administration of the Com-
-pany, must have been under some misap-
-prehension as to the time this Railway
has been under construction.

Mr Logan, in his Report quoted
in your letter No. 204, 29th March 1893,
shows (as the Directors think) conclusi-
-vely, that if opened for traffic by 31st
March, 1894, as it is hoped that it will
be, the line will have been under con-
-struction for not more than three
years, a result which he is of opinion
compares very favorably with any
other piece of Railway constructed
in the Tanjore district, especially when
it is considered that the northern half-
"Tiruvalur to Mayavaram". A district of
Country

South Indian Railway.

Letter from the Chief Engineer to
the Agent, dated Trichinopoly, 29th March
1893, No. M. M. 95.

* No. 65 R. P. 60.
of 14.1.93.

* G.O. No. 822 R. P. 10.
of 10.6.90.

In reading the Government Order concerning the alleged want of progress on the Mayavaram Muttupet Railway line, I cannot help thinking that Government is under some misapprehension as to the time during which this Railway has been under construction. The Railway was the subject of negotiation between Government, the Tanjore Local Fund Board, and the South Indian Railway Company, for about 7 years i.e., from 1883 to the year 1890, when terms were approved by Government. Supposing the construction completed by the end of March 1894, and taking the date of its commencement from September 1890, when Lord Comemara cut the first sod at Tiruvallur, the time occupied in the work will not have been more than about 3½ years. But it should be remembered that the line was undertaken, by order of Government, in two separate portions, first, the 30 miles between Tiruvallur and Muttupet were sanctioned, and afterwards the northern 23½ miles between Tiruvallur and Mayavaram.

The land for the first portion was not completely handed over to the Company until September 1891, while the land for the northern portion was not transferred until February and March 1892.

In both cases formal sanction to construction came at a time, -

June

402
6479 1893

June 1890 - Southern portion

July 1891 - Northern portion

when the irrigation cultivation in Tanjore commences, so that practically under the most favorable circumstances the construction of the Southern portion could not begin until the month of March, 1891, and of the Northern portion until early in 1892.

Equating for these two portions the one as being 2 years, and the other 1 year in hand to date, the equated time aggregates only some 18 months or say, to give ample margin, a period of two years only, and the line if finished, as hoped, by 31st March 1894, will have been 3 years only in hand, a record which compares very favorably with any other piece of Railway constructed in the Tanjore District especially when it is considered that the Northern half (Tiruvallur to Mayavaram) will have been only 2 years under construction.

Work of the kind referred to is carried out under great disadvantages in the Tanjore District and especially on that part of it through which the Mayavaram Muttupet Railway passes. The line of Railway crosses the drainage and irrigation of a great part of the Delta on its way to the sea.

The land crossed is almost entirely under irrigation, intersected by numerous main channels from which water is distributed by a net work of small irrigation channels. Local labour is nearly always insufficient to meet the requirements of cultivation and it is therefore only in the intervals of cultivation that labour is available for other work. Many efforts were made to induce labour to come into the district, but without

much

much avail.

Contractors would not look at the work under rates far in excess of what it was felt the work could be done for if a little patience were exercised, and as it was impressed upon us from the outset that the Railway was to be a cheap one, our efforts were loyally devoted to that end by the avoidance of expensive experiments, of which the advantage was more than doubtful.

Efforts were made to get in contractors who had done good and rapid work on the Villupuram Chutakal line, but none would look at Brickwork under the conditions of wet land, scarcity of fuel, and other contingencies to which brick making is specially liable in the Tanjore District. It is not like a stone country where stone can be got at and quarried all the year round without risk.

I trust that enough has been said to satisfy the Board, that some misapprehension lies at the root of the severe language employed by Government to characterise the administration of the Company.

It will be seen that if opened to traffic by 31st March 1894, the line will have been under construction for not more than 3 years; taking into consideration the dates at which the land was made over and at which work could be undertaken, and I think that the return now nearly due of work done during 1892-93, will show that fair progress has been made during the current official year, at the beginning of which only, be it remembered, the land for the Karthim, or Mayavaram portion of the line was made over to the Railway Company.

Agents' Office
Trichinopoly
2nd June 1893.

/ True Copy /
Chooopoo & Co
Chief Clerk.

826
1.0

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station _____ date _____ 18 .

NOTE.

Madras office -

Please send records
& ascertain the rate
of progress in the
construction of the
South Indian lines
in the Tanjore Dist.
& put figures herein

J.R.M. $\frac{23}{6}$

Information is as follows -

1. Negapatam to Budalur.
constructed by the late
Great Southern of India Rly Co
Begun in May 1859 &
opened as follows -
Negapatam to Tiruvelur 14 1/2 miles
15 July 1861.

Tiruvelur - Tanjore (33 3/4) ~~July 61~~
2 December 61
Tanjore - Budalur 10 3/4 miles on
11 March 1862

(2) S.I. Rly line from Chidambaram
(15 1/4) to Budalur Tanjore (2 1/8)

Estimate sanctioned 12 June 1874

G. M. with reference
to your remarks about
the time taken to
construct the lines
in the Tanjore district
please see below

Note in the order that the Tanjore question
is apparently incorrect, as regards railways
in the Tanjore district

W.C.
13 July

Negapatam to Budalur

May 59 to
June 62

59 miles in 3 years

Chidambaram to Tanjore

June 64
July 79

66 1/2 miles in 5 years

this is
more.

J.R.M. $\frac{11}{2}$

cc 1
64783 of 93

opened as follows
 Tanjore - Mayasaram (43 $\frac{3}{4}$) 15 Feb 1877
 Tanjore - Shiyali (12 $\frac{1}{4}$) 1 July 1877
 Mayasaram
 Shiyali - Coleroon (6) 1st Jan 1878
 Coleroon - Chidambaram (4 $\frac{1}{2}$) includg
 Coleroon bridge of 14 x 150' girders
 on 1st July 1879. 66 $\frac{1}{2}$

MM $\frac{22}{6}$

A

No 1023 R 2 18 July 1893.
 Read

Letter from offcy
 Agent S. I. Ry
 716 of 3 June for
 forwarding extract from
 Manuscript Director
 of S. I. Ry in London
 with reference to want
 of progress on the
 Mayasaram - Mutha-
 pett Ry. H B

Order
 with reference to the
 letter from the Chief
 Engineer S. I. Ry to the
 Agent it appears that
 in $\frac{92}{91}$ when work
 there was commenced
 2.86 lakhs was spent
 and at the end of
 $\frac{93}{94}$ it there will be
 still 4.92 lakhs re-
 maining to complete
 the line in $\frac{94}{95}$

Also that the Eng
 officers who had to
 furnish said plans
 are responsible for
 the delay in the ac-
 quisition -

2. As to the Chief en-
 gineer's remarks re-
 the time taken in construct-
 ing previous Ry

work in the Tanjore
District it appears
the section from
Nagapattinam to Su-
dalar was commenced
in May 1859 and
completed in March
1862 being 59 miles
in a little under
3 years -

and the section
between Chitambur
to Tanjore
including the Coler
son bridge was
commenced in

June 1874 and com-
pleted in Sep 1879 being
66½ miles in 5 years

so that the Chief
Engineers assertions
would appear to be
incorrect - and the
remarks made p
foot. are fully jus-
tified

Wm

17
7

To Messrs S. J. By the
the Comptroller
Ex. Engrs. & Arch
Financial Department

A.

h₂ 1023 RD/18-7-93.