

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 121 R

DATED 19 January

[Despatch Abstract.]

Land.

Proposal to lease to Messrs. Best & Co. & Co.
nominal rental, small portions of Company's
— for the erection of tanks for the
storage of kerosene oil at certain stations
on the Madras Railway sanctioned
subject to certain conditions

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

5. The proposal is recommended for sanction.

ORDER—dated 19th January 1893, No. 121 R., Public Works.

The proposal of the Agent and Manager, Madras Railway, to lease to Messrs. Best and Co., at a nominal rental, the small portions of the Company's land, as indicated in the plans accompanying these papers, for the erection of tanks for the storage of kerosine oil at Kátpádi, Bangalore City, Salem, Tirur and Tadpatri, is sanctioned subject to the conditions laid down in G.O., No. 436 R., dated 17th February 1892.

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with five tracings.
„ Examiner, Guaranteed Railway Accounts.
„ Judicial Department.

Exd. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 19th.

Recd.

Encl.

G.O., 19th Jan. 1893, No. 121 R.

JANUARY.

Land

Proposal to lease to Messrs. Best and Co., at a nominal rental, small portions of Company's — for the erection of tanks for the storage of kerosine oil at certain stations on the Madras Railway, sanctioned subject to certain conditions.

(A. & M. L.)

No 1334
9

23. Full you deal with this
submitting in same way
MADRAS RAILWAY as for land
AGENT AND MANAGER'S OFFICE,
Madras, 10 January 1893

From

To

Sir,

You are the inspecting
sites on your
The Agent and Manager.
The offg Consulting Engineer for Railways.

I have the honour to
inform you that Messrs Best & Co. have
applied to me for permission to
erect tanks for the storage of kerosine
oil in the compounds of the following
stations:- Katpadi, Bangalore City,
Salem and Tirur on the South West
Line and Tadpatri on the North West
Line - I enclose plans showing
the sites which have been selected
for the tanks after careful consideration
and I have to request you will be
good enough to communicate to me
the sanction of government to their erection.

2 A nominal rental will be charged to Messrs Best & Co. for the small pieces of land to be occupied and they will be required to execute an agreement similar to that entered into with respect to the land at Rayapuram which has been leased to them.

Have the honor to be,
Sir
Your most obedt Servt.

Ernie S. M. M.
Agent & Manager

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 14th January 1893.

Letter from the Agent and Manager,
Madras Railway, No. 7334, dated
10th January 1893, with enclosures.

No. 17

SUBMITTED.

for the orders of Government with
reference to G.O. No. 436 R,
dated 17th February 1892.
2. The Agent and Manager,
Madras Railway, requests
sanction of Government
to permission being granted
to Messrs. Bech & Co., Madras,
to erect tanks for the storage
of Kerosine oil in the railway
Company's ground at the
following stations at sites

Coloured

Encs: 5
plans.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

8.1
CW 234 '93

colored yellow in the accom-
panying plans:-

1. Katpadi
 2. Bangalore City
 3. Salem
 4. Tirur and
 5. Tadpatri on the North West Line.
- } South West
Line

3. The sites are reported to have been selected after careful consideration and will be inspected by an officer of this Department during the approaching half yearly inspection.

4. It is proposed to lease the small pieces of land to Messrs. Best and Co at a nominal rental and on an agreement to be executed similar to that entered into with respect to the land at Rayapetram which has been leased to them under the sanction

of Government conveyed in the order quoted above.

5. The proposal is recommended for sanction.

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Reformed

Lieut. R. E.

for offg. Consg. Engr. perhaps

From

THE CONSULTING ENGINEER
FOR RAILWAYS,

Madras,

No. 17

Dated 14th January 1892
Received

No. 121 R 2 19 - Jan 1893.

No. OF ENCLOSURES.

Subject.

Proposal of the Agent and Manager, Madras Railway, to lease to Messrs. Best & Co. Madras, small pieces of land at certain stations for erection of tanks for the storage of Kerosine oil.

No 436 R 2 17-2-92

No. 121 R 2 19 - Jan 1893.

The proposal of the Agent and Manager, Madras Railway, to lease to Messrs. Best & Co., at a nominal price, the small portions of the Company's land, as indicated in the plans accompanying these papers, for the erection of tanks for the storage of kerosine oil at Kalpadi, Bangalore City, Salem, Tiru and Tad. patri, is sanctioned, subject to the conditions laid down in G. O. No. 436 R. dated 17th February 1892.

W. S. R.

To The Consulting Engineer for Railways
- Ex. G. O. No. 436 R. dated 17/2/92
- In the office of the Agent and Manager, Madras Railway, 17/2/92
- 17/2/92

S.

17TH FEBRUARY 1892, No. 436 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 12th February 1892, No. 130.

From the Agent and Manager, Madras Railway, dated 8th February 1892, No. 98, with two enclosures.

ENCLOSURE.

From Messrs. BEST & CO., to the Agent and Manager, Madras Railway Company, dated Madras, 6th January 1892.

We purpose importing kerosine-oil in bulk, and, with that end in view and your giving us your assistance in certain matters, we take the liberty of giving you a short outline of the scheme.

2. For some years past the oil trade of Europe has been practically confined to the method which it is now proposed to extend to India, China and the Straits, i.e., the transport of oil in bulk in tank steamers. Hitherto the difficulty in running these steamers to India has been the Suez Canal, but now that the prejudice which existed against oil being carried in bulk has been removed by the success it has met with and its proved safety, the authorities have sanctioned the passage of tank steamers through the canal, and the East will now participate in the benefits which the above method has bestowed in so marked a manner on European and other ports. We represent an influential Company in England who are building 15 steamers specially constructed on the most approved principles, solely for the eastern trade. The ports of discharge in India will be Calcutta, Madras, Bombay and Kurrachee, and each steamer will carry about 4,000 tons, or, say, 1,400,000 gallons, and be capable of pumping out her entire cargo in twelve hours. We expect to be allowed to bring the steamers inside the Harbour, and connect them to a pipe laid along the northern groyne, through which the oil will be pumped to the reservoirs on shore, and it is with a view to obtaining a site for same that we now wish to address you in particular, leaving the question of distribution throughout the presidency, which may be of considerable importance to the railway for future discussion, and after we have the preliminaries arranged.

3. It is of paramount importance that the reservoirs are erected as near to the Harbour as possible, and also on the line of railway, and the most suitable site we have been able to find is that marked A on the accompanying tracing, failing which, the plot marked B would suit, and we shall be glad to know if you can lease us either, and the terms on which you would be disposed to do so. We are aware that there is a scheme under consideration whereby the land referred to may be required for the construction of a dock, but, as we venture to think the fulfilment of such proposals may be somewhat indefinitely postponed, we shall be glad to consider any suggestions you may make regarding our giving up the land should it eventually

be required. We beg to enclose a photograph of the "Installation" at Barrow, which will give you a general idea of the tanks we purpose erecting and we also enclose plans of their position, &c., as we would propose placing them on the above referred to plots of ground A or B, and it is our intention to roof in same. We further beg to hand you a tracing of the tank itself which, we may mention, will, together with all the other necessary plant, be sent out from home, and be of the most approved quality.

4. We are aware that considerable prejudice exists as to the danger of the petroleum trade in bulk, which in Europe, however, has so far been overcome that the entire trade is now so conducted. There are at present about 60 large steamers engaged in the trade and no accident has yet occurred to those carrying refined or illuminating petroleum, such as it is proposed to import into India, the few casualties that have occurred being solely confined to steamers after having discharged a cargo of crude or lubricating oil, and were in most cases the result of carelessness or ignorance when the trade was in its infancy. The above steamers discharge their cargoes in most of the large ports in England, and, as an instance of the safety with which the system is looked upon, we may mention that the necessary reservoirs in London are erected in the Regents canal docks, practically in the heart of the Metropolis, so that we may, with every confidence, assure you that our proposal to erect the "Installation" on the above referred to site is attended with no risk to railway property.

5. The arrangements for importing oil, as above described, are complete in Calcutta, and the necessary plant is to be shipped from home next month. We may mention that the Eastern Bengal and East Indian Railways have consented to run oil tank wagons (as per enclosed plan) on their respective lines, and have also given permission to our friends to erect subsidiary tanks in the compounds of many of the large up-country stations, to facilitate and develop transport and have expressed their intention to do all in their power to extend and assist the trade, which they readily recognise may become a very important acquisition to their traffic. We shall be glad, therefore, to know if you will give us similar assistance, when we will be happy to discuss the matter in detail.

6. The Superintending Engineer of the whole of the Indian scheme is here, and will be glad to have a personal interview with you, if you require further particulars of any of the above matters. As he has still to visit Bombay and Karachi to complete arrangements, we shall be very much obliged if you will kindly favour us with a reply to the above proposals at your early convenience.

Submitted for the orders of Government.

2. The Agent and Manager, Madras Railway, submits an application from Messrs. Best and Company, Madras, to lease the portion of the Company's ground at Rayapuram colored yellow in the accompanying plan. The land is said to be required for the erection of reservoirs to hold kerosine-oil, which it is proposed to import in bulk in specially constructed tank steamers, from which the oil will be pumped through a pipe laid along the northern arm of the Harbour into tanks built for its reception on shore.

3. It is proposed to lease the land to Messrs. Best and Company at a rental of Rs. 5 per mensem, on condition that they will be prepared to vacate at any time on six months' notice, and that they will accept liabilities for any damage to the Company's premises, or material by fire, or other cause due to the proximity of the tanks.

4. The Agent and Manager, Madras Railway, considers that the scheme will largely develop the traffic in kerosine-oil and prove a valuable source of revenue to the Company. Messrs. Best and Company state that the Eastern Bengal and East Indian Railways have consented to run oil tank wagons on their respective lines, and that they will be glad to submit similar proposals to the Madras Railway for the inland conveyance of the oil in bulk.

5. It is understood that the general approval of Government in the Judicial Department has been obtained to the scheme, and that the petroleum rules are about to be modified so as to allow of the tanks ships being admitted into the Madras Harbour.

6. As the railway authorities do not apprehend any danger in the storage of petroleum on the land applied for, the application of Messrs. Best and Company is recommended for sanction on the conditions proposed in para. 3. above, and subject to a further stipulation that, on vacating, the firm should bear all cost of removal.

ORDER—dated 17th February 1892, No. 436 R., Public Works.

The proposal of the Agent and Manager, Madras Railway, to lease to Messrs. Best and Company that portion of the Company's land, as indicated in the plan accompanying these papers, for the erection of reservoirs to hold kerosine-oil, is sanctioned subject to the conditions specified in paras. 3 and 6 of the Consulting Engineer's endorsement read in these Proceedings.

(True Extract.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with plan.
" Examiner, Guaranteed Railway Accounts.
" Judicial Department.

Exd. G. Jacob.
Spare Copies

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

12/17
Dated February, 17th.

Recd.

Encl.

G.O., 17th Feb. 1892, No. 436 R.

FEBRUARY.

Land

Proposal to lease to Messrs. Best and Company certain portion of a — near Rāyapuram belonging to the Madras Railway Company, sanctioned with remarks.