

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 109

DATED 24th September

[Despatch Abstract.]

*Engineering Workshops, — Estimate of Rs 20,000
for the proposed — at Arkonam, Madras Railway,
Sanctioned.*

16
The Office Establishment proposed for each Division is.

1 Head Clerk.

3 Clerks.

1 Cashier

1 Draftsman.

4. Tracers.

3 Sub. divisional clerks.

3 Timekeeper writers for Upper subordinates.

The following extra skilled establishment is proposed.

2 Permanent-Way Platelayers.

6. " Sub Inspectors.

2 Girder erecting Foremen.

The Accounts Establishment.

1. Deputy Examiner.

4. Accountants.

8. Clerks.

3. Divisional Accountants

3. " " clerks.

The Stores Establishment

1 Storekeeper. Arsikeri.

1 Assistant Storekeeper. Mangalore.

2. Sub Storekeepers. Mangalore.

3. Divisional Storekeepers.

1. Permanent Way Storekeeper

10. Clerks.

The Medical Establishment will owing to the un-healthy nature of the climate be as follows:—

	Apothecaries.	Hosptl Assistants
I Division.	3.	1.
II Division.	3.	1.
III Division.	3.	1.

For Traffic no special provision during Construction will be necessary except a few signallers and pointmen who would be charged to Works—

The

Moussulman Graveyard is passed through and it is unfortunately at a place where it is difficult to avoid it. This will have consideration in the revision of the line. The only Bridge which might be made available for Artillery if considered necessary is the Nittravati near Upinangady, which would save guns having to cross two ferries but would entail a longer route through Belimangady.

(b). The Index Plan through Mysore has been submitted to the Durbar who state that they have no suggestions or criticisms to offer. At Mangalore the Collector was consulted and he approved of the site selected for the station. The original site was in the heart of the Cantonment a mile further on and 100 feet higher which would have meant a heavy grade and an expensive line. The new site is in every way more convenient and less expensive. The Districts of both Mysore and South Canara are well supplied with good roads and well bridges and no adaptation of railway bridges for cart or passenger traffic seems to be required.

(c) No case of interference has yet occurred with religious edifices and none are expected to occur.

Land.

The line passes through a poorly cultivated country alternating between waste, dry cultivation and a little rice under irrigation until mile 47 is reached where coffee cultivation begins and down as far as mile 68 the line runs through occasional patches of Coffee. The lower ghât is all forest and so is the country down to Upinangady where there is a good deal of rice. From thence to Mangalore the land is about half waste, half rice. A through rate has been taken of Rs 40 per acre which it is thought will cover all compensation.