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Revenue Department

E.M.C. dated 6th February 1857

Back No 44-45

order No 128 dated 2nd Feb 1857

பாதுகாப்பு பிரிவு-1

செப்பனிடுபவர் பெயர் 9. 6 ஆண்டு

செப்பனிடுவதற்காக எடுத்துக் கொள்ளப்பட்ட நாள் 6/06

செப்பனிட்டு முடித்த நாள் 6/06

சரிபார்க்கும் முதல் மு. நி. பா. எ. கையொப்பம்

கையொப்பம்

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(2)

Fort Saint George, Revenue Consultation of 6th February 1857.

No. 44. Read the following *Extract from the Minutes of Consultation in the Financial Railway Department under date 22d January* 1857.

Read the following Extract Minutes of Consultation in the Revenue Department.

(Dated 2d January 1857 No. 2.)

Resolved that the letter from the Acting Collector of Malabar, and the Extract from the Proceedings of the Board of Revenue thereon be referred for the early report of the Consulting Engineer for Railways, with especial reference to Mr. Robinson's remarks on the deterioration of land, in the construction of the Railway, resulting from the neglect to provide channels for the agricultural irrigation of the country.

From Consg. Eng. dated 27th. Sept. 1856, No. 189, paras. 78 to 86.

Ex. M. C. 6th Dec. 1856, No. 446 paras. 8 and 9.

2. In regard to the serious injury which, it is stated is likely to result from the effects of deep side ditches, the Government resolve to furnish through the Revenue Department, for the information of the Board of Revenue and for communication to the Acting Collector of Malabar an Extract from the Consulting Engineer's report on the subject and the orders passed thereon, which approved of all the banks lying on Garden or Rice ground, in Malabar being formed, as proposed of the material taken from the adjacent cuttings instead of from side cuttings, and directed instructions to be issued accordingly to the Agent and Manager of the Railway Company.

(Signed) T. PYCROFT,
Chief Secretary.

Extract from a letter from the Consulting Engineer for Railways, dated 27th September 1856.

Peculiar character of the District of Malabar.

78. The character of the country has called for something more of care and skill in laying out the line than are required in the more open, level plains East of the Ghaut.

General course of the line in Malabar.

79. The line follows generally the course of the Ponany river, passing in some places close along its bank; till it reaches a bend a few miles above Ponany where it strikes off in a Northerly direction up the coast to Beypoor.

80. The earthwork consists of a succession of banks, and short sharp cuttings. The former almost always through valuable rice land, the latter through the intervening ridges or spurs, the character of which has turned out to be much more favorable for working than was expected.

Nature of the soil.

81. In many cases where laterite or a harder rock were reasonably expected a fine red loam has been found easily worked, and a good material for the banks.

Proposed to spare the rice land as much as possible.

82. The Chief Engineer has most judiciously determined in all possible cases to construct the banks of the material taken from the cuttings and thus to obviate as much as possible the necessity of taking large breadths of valuable rice ground with a view of constructing the former from side cuttings.

83. I would here submit for the consideration of Government whether it would not be well at once to instruct the Agent to make all the banks lying on garden or rice ground in Malabar, from the adjacent cuttings; with the understanding that Government will pay any additional cost that may be shewn to have been incurred in constructing them thus instead of from side cuttings.

84. I believe the saving to Government will be great, not only in the compensation which would otherwise have to be paid to the proprietors for the additional breadth of valuable land; but in the revenue that would be lost thereby.

85. Should this be determined upon the Railway Engineers will (should there, after making their cuttings the required width, not be sufficient material for the adjacent bank) merely have to cut an additional width sufficient for a double line of way which it is supposed will be required some day ; and to continue their excavation at the same place until the bank is completed.

86. The construction of the cuttings under such circumstances to a width sufficient for a double way, the Railway Company may fairly be called upon to do without compensation. Any work beyond that necessary to complete an adjacent bank : and so to save the Government the sacrifice of valuable ground may be compensated for as proposed above.

FINANCIAL (RAILWAY) DEPARTMENT.

No. 446.

Extract from the Minutes of Consultation dated 6th December 1856.

Read the following letter from the Consulting Engineer for Railways.

(Here enter 27th September 1856 No. 189.)

* * *

Para. 8. In para. 82. Colonel Pears notices that the Chief Railway Engineer has most judicially determined, in all possible cases, to form the banks in Malabar of the material taken from the cuttings, and thus obviate as much as possible the necessity of taking large breadths of valuable rice ground for constructing them from side cuttings. The Government fully approve this proceeding, and resolve, as suggested by Colonel Pears, that the Railway Agent be requested to cause all the banks lying on garden or rice ground in Malabar to be formed from the adjacent cuttings with the understanding that any additional cost that may be thereby incurred will be borne by the Government.

9. The Government also approve Colonel Pears' suggestion, that if after the cuttings of the required width have been made there should not be sufficient material for the adjacent bank, the Railway Engineers might cut an additional width sufficient for a double line, which may be required at some future period, and continue their excavation at the same place until the bank is completed. They concur with Colonel Pears that in regard to the continuation of the cuttings under such circumstances to a width sufficient for a double way, the Railway Company may fairly be called upon to undertake the work without compensation. The Government desire that the Railway Agent may be informed accordingly.

(True Extracts.)

(Signed) T. PYCROFT,
Chief Secretary.

No. 45. ORDER THEREON, *No.* 128 ; *dated 2d February* 1857.

Ordered that the foregoing Resolution together with its enclosures be communicated to the Board of Revenue with reference to their Proceedings dated 23d December 1856, No. 4384.

(Signed) H. FORBES,
Acting Secretary to Government.

(3A)

Financial Railway Department

No 36

Extract from the Minutes of Consultation

Under date 22d January 1857

Read the following Extract

Mins: of Cons: in the Rev: Department

(Dated 2d January 1857 No 2)

Resolved that the letter from the Acting Collector of Malabar, and the Extract from the Proceedings of the Board of Revenue thereon be referred for the early report of the Consulting Engineer for Railways, with especial reference to Mr Robinson's remarks on the deterioration of land, in the construction of the Railway, resulting from the neglect to provide channels for the agricultural irrigation of the Country.

2. In regard to the serious injury which

which, it is stated is likely to result from the effects of deep side ditches, the Government resolve to furnish thro' the Revenue Department, for the information of the Board of Revenue and for communication to the Acting Collector of Malabar an Extract from the Consulting Engineer's report on the subject and the orders passed thereon, which approved of all the banks lying on Garden or Rice ground, in Malabar being formed, as proposed of the material taken from the adjacent cuttings instead of from side cuttings, and directed instructions to be issued accordingly to the Agent and Manager of the Railway Company.

(Signed) T. Pycroft
Chief Secretary

To
The Consulting Engineer
" Revenue Department.

Ordered in the Bank

Conrad Smith

From Con. Eng. 8/27. Repl. 1569. 189. Pa. 78 to 8. Ex. Mt. Con. 6. Dec. 185. No. 446. para 8 & 9.

No. 128

Ordered that the foregoing Resolution together with its enclosures be communicated to the Board of Revenue with reference to their Proceedings dated 23rd December 1856

No. 4384.

For Mt. George
2nd February 1857

Copies to the Raspher
Cap. 25.

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Revenue 1857 Dep. 6 to 6 February.

No. 100

Extract from the Minor of Cons: in the Financial (Railway) Department

Dated 22nd } January
Received 24th }

Encls. No. 36

Regarding the serious injury which it is stated is likely to result from the effects of deep side ditches in the construction of the Railway, Govt. resolve to furnish for the information of the Board, and for communication to the Acting Collector of Malabar, an Extract from the Consulting Engineer's Report on the subject, and the orders passed thereon.

No. 128 - 2 Feb.

Mt. Mayor order

Dr. Conrad January 57. No. 3-4

From Inf. R. 27th April 57 6 No. 470 in 6

No. 44 & 45

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(4A)

(5A)

Extract from a letter from the Consulting Engineer for Railways Dated 27th September 1856

78. The character of the country has called for something more of care and skill in laying out the line than are required in the more open level plains East of the Ghaut.

Peculiar character of the District of Malabar.

79. The line follows generally the course of the Ponany river, passing in some places close along its bank; till it reaches a bend a few Miles above Ponany where it strikes off in a Northerly direction up the coast to Beypoor.

General course of the line in Malabar

80. The Earthwork consists of a succession of banks, and short sharp cuttings. The former almost always through valuable rice land. the latter through the intervening ridges or spurs. the character of which has turned out to be much more favorable for working than was expected.

So

81 In many cases where la- Nature of the Soil.
terite or a harder rock were reasonably expected
a fine red loam has been found easily worked,
and a good material for the banks -

82 The Chief Engineer has most Proposed to spare the rice land as much as possible -
judiciously determined in all possible cases
to construct the banks of the material
taken from the cuttings and thus to obviate
as much as possible the necessity of taking
large breadths of valuable rice ground
with a view of constructing the former
from side cuttings -

83 I would here submit for the
consideration of Government whether it
would not be well at once to instruct
the Agent to make all the banks lying
on garden or rice ground in Malabar, from
the adjacent cuttings, with the understanding
that Government will pay any additional
cost that may be shown to have been
incurred in constructing them thus instead of
from side cuttings -

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84 I believe the saving to Govern-
ment will be great, not only in the compensa-
tion which would otherwise have to be paid
to the proprietors for the additional breadth
of valuable land, but in the revenue that
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85 Should this be determined
upon the Railway Engineers will / should
there, after making their cuttings the re-
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cut an additional width sufficient for a
double line of way which it is supposed
will be required some day, and to con-
tinue their excavation at the same place
until the bank is completed -

86 The construction of the cuttings under
such circumstances to a width sufficient
for a double way, the Railway Company
may fairly be called upon to do without
compensation - Any work beyond that is

necessary

necessary to complete an adjacent bank, and so to save the Government the sacrifice of valuable ground may be compensated for as proposed above.

Financial Railway Depart
No 446

Extract from the Minutes of Consultation
Dated 6th December 1856

Read the following letter from the Consulting Engineer for Railways
Dated 27 September 1856 No 189.

Para 8. * In para 82 Col Pears * * * notices that the Chief Railway Engineer has most judiciously determined in all possible cases, to form the banks in Malabar of the material taken from the cuttings, and thus obviate as much as possible the necessity of taking large breadths of valuable rice ground for constructing them from side cuttings. The Government fully approve this

proceeding

(7)A

proceeding, and resolve, as suggested by Col. Pears, that the Railway Agent be requested to cause all the banks lying on Garden or Rice ground in Malabar to be formed from the adjacent cuttings with the understanding that any additional cost that may be thereby incurred will be borne by the Government.

The Government also approve Col Pears' suggestion, that if after the cuttings of the required width have been made there should not be sufficient material for the adjacent bank, the Railway Engineers might cut an additional width sufficient for a double line, which may be required at some future period, and continue their excavation at the same place until the bank is completed. They concur with Col Pears that in regard to the continuation of the cuttings under such

such circumstances to a width suf-
ficient for a double way, the Railway
Company may fairly be called upon
to undertake the work without compen-
sation. The Government desire that
the Railway Agent may be informed
accordingly.—

(True Extracts)

[signature]

Chief Secretary

Ed. Thompson

(8A)

Enclosure in an Extract
from the Minis. of Cons.
in the Financial
(Railway Department)
dated 22nd January 1857

R 100/57.

Report of the
Consulting Engineer for
Railways, respecting the
character of the country,
the course the line follows,
and the Earthwork and
Cuttings that the Railway
consists of, in the District
of Malabar.

[illegible]