M.R.O. 14—13,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2269 Press Mis.

428.429

Dated 20. 9. 1865.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 20th September 1865.

No. 428. Read the following Proceedings of the Madras Government in the Public Works Department :—

Under the circumstances represented, sanction the transfer of such portion of the land now applied for by the Engineer of the Tramway Company, for the Station House at Conjeveram, as the Consulting Engineer for Railways may see fit. } (Here enter 16th September 1865, No. 2,728.)

No. 429. ORDER THEREON, 20th September 1865, No. 2,269.

Land Revenue.

Communicated to the Revenue Board.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,723.

Exd. S. T. Augustin.

Read the following papers :—

No. 375. Endorsement of the Superintending Engineer, 4th Division, dated Madras, 2nd June 1865, No. 457.

From B. M. HOLLOWAY, Esq., Resident Engineer, Indian Tramway Company, to Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, dated Arconum, 2nd May 1865, No. 98.

SIR,

1. With reference to past correspondence respecting a site for a small Station at Great Conjeveram, I beg leave to state that I find I have committed an error in accepting the waste land to the west of that first applied for, and recommended by Captain Lindsay.

2. I enclose a correct sketch of the piece of land adjoining the public road, (now applied for,) where the station should be, which has been taken with great care, and showing all that is on the ground. The small chuttrum and sammy house will not be intertered with; the ground on this place is level with the bank, and would be most convenient for passengers, as it is bounded at two angles by the public road; it also stands on the only piece of straight line we have near that place.

3. The waste land mentioned by Captain Lindsay is on a curve of ten 66 feet chain radius to which it would be very difficult to connect points and crossings. The inhabitants of Conary Cooppum are also against our building near them. The Tahsildar has been over the ground several times with me, and is of the same opinion as myself about this being the most easily obtainable.

No. 60.

1. Referred to Captain Lindsay, R.E., Deputy-Consulting Engineer for Railways, for any observations he may wish to make, prior to this application being laid before Government.

2. It is observed that in his letter No. 24, dated 26th October last, Captain Lindsay spoke *doubtfully* of the suitableness of the waste land west of the station ground now applied for, as he had no sketch map or trial survey.

3. The reasons given by Mr. Holloway in the above letter, for having the station at the point shown in enclosed plan, seem to be conclusive, and on a recent inspection of the line Colonel Boileau urged the Resident Engineer to take the requisite steps to correct the error he had fallen into of accepting ground for a station on a sharp curve.

MADRAS,
3rd May 1865.

(Signed) A. J. M. BOILEAU, Colonel, R. E.,
Superintending Engineer, 4th Division.

It is unnecessary to make any further remarks on the question of the best position for the Tramway Company Station at Great Conjeveram because the line is already constructed on the land originally selected by Mr. Holloway.

MADRAS,
May 20th 1865.

(Signed) J. LINDSAY, Captain, E. R.,
Deputy Consulting Engineer for Railways.

From B. M. HOLLOWAY, Esq., Resident Engineer, Indian Tramway Company (Limited), to Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, dated Arconum, 20th May 1865, No. 134.

SIR,

I have the honor, with reference to your letter* No. 64, dated the 26th instant, to enclose a tracing of the waste ground proposed by Captain Lindsay, as per his letter to Government, dated 6th October 1864, No. 24, on a curve of 10 chain radius, which has not been forwarded to you before, as I saw it would not suit me for reasons stated in my letter to you dated 2nd May 1865, No. 98.

* First asked for on 23rd December 1864.
(Initialed) A. B.

1 Letter No. 98, dated 2nd May 1865.
1 ,, ,, 134, ,, 29th ,, ,,
2 Sketches.

1. Submitted to Government for orders.

2. That the opening of the Line should not be delayed the Resident Engineer took possession of at least so much of the land shown in Sketch No. 2, as was necessary to enable him to build a small Station, Platform, &c. The area colored pink represents the land now applied for, measuring 3 Cawnies, 22 Grounds, and 665 feet; and it is requested that orders may be passed transferring it, or such portion of it as Government may deem sufficient, to the Tramway Company. The north side of the road, which crosses the south-west angle of the ground now applied for, should be the boundary in that direction.

3. Sketch No. 1 is that called for in G. O. No. 3,628, dated 19th December 1864, and was not before forwarded by the Resident Engineer as he was requested to do, as he considered it of no use to do so, when he found the ground to be unsuitable, which it most evidently is.

(Signed) A. J. M. BOILEAU, Colonel, R. E.,
Superintending Engineer, 4th Division.

No. 376. From Lieutenant-Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways, to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated 14th June 1865, No. 4.

SIR,

* From the Superintending Engineer, 4th Division, No 457, dated 2nd June 1865 with 5 Enclosures herewith returned.

1. Referring to the correspondence as per margin,* relative to the station ground required by the Tramway Company at Conjeveram, I have the honor to bring to your notice that, when Colonel Boileau referred the Resident Engineer's letter, No. 98 of the 2nd May, to Captain Lindsay, that Officer remarked that the ground in question had already been taken possession of; this I saw was the case when I inspected the Line on the 8th May 1865.

2. The tracing, showing the land alluded to by Captain Lindsay in his first report, shows the Line for a distance of only four chains before entering the station ground; and it is therefore useless as a means of judging of the suitability of the ground.

3. If Government desire, notwithstanding that the land has already been taken possession of, a further report on the subject, fresh plans, and probably a survey will have to be prepared, which will be a work of some time.

No. 377. ORDER THEREON, 16th September 1865, No. 2,728.

RAILWAY, No. 49.

It appears from the foregoing papers that the Engineer of the Tramway Company has taken possession of a piece of ground for the Station House at Conjeveram different from that which was selected by Captain Lindsay, and the transfer of which was sanctioned in the Proceedings of Government, under date 19th December last. As it appears, however, that the site originally

Proceedings of the Madras Government, Public Works Department,
16th September 1865.

selected was not well adopted for the purpose, being situated on a sharp curve, the Government sanction the transfer of such portion of the land now applied for, as the Consulting Engineer may consider sufficient. A part of this land, it appears, has been already taken possession of, and the Station House has been built on it.

(True Extract.)

J. Mann Stewart
Major, R. E.,
Under Secretary to Government.

No. 2269
Communicated to
Revenue Board.
20 Sept 65.

To the Consulting Engineer for Railways.
,, Revenue Department.
,, Superintending Engineer, 4th Division.

11 Folios Ordered Copy Rec'd. 22/9
Desp 21st

Frd. S. T. Augustin.

Rev = 1865. Dept.
Pro: of Govt. Fy. Sel. No. 2618.

Proceedings of the
Madras Govt. in the
P. W. Department

Dated 16th Sept. 1865.
Received 18th Sept. 1865.

No. 2728.

Pro. of the Madras Govt
dy 29th Sept. 1865. No 2728.

Under the circumstances represented, sanction the transfer of such portion of the land now applied for by the Engr. of the Tramway Co., for the station House at Conjeveram, as the Consg. Engr. for Railways may see fit.

No 2269 - 20 Session

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No. 428 & 429.