

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT

G.O. No.	860	Press ~~His.~~
<u>708-709</u>		
Dated	31 st March 1869.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
31st March 1869.*

No. 708. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Declining to modify the orders communicated in }
G. O. No. 1,946 of 1868, regarding the pro- } (Here enter 20th March 1869, No. 921.)
posed site for the Chuttrum at Beypore, Mala- }
bar District.

No. 709. ORDER THEREON, 31st March 1869, No. 860.

Miscellaneous.

COMMUNICATED to the Revenue Board.

(True Extract.)

(Signed) H. WELLESLEY,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No 921.

Exd. F. R. Bantleman.

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*Proceedings of the Madras Government, Public Works Department,
20th March 1869.*

Read the following letters:—

No. 566. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 19th February 1869, No. 51.

1. With reference to G. O. No. 164, of 19th January 1869, I have the honour to forward a tracing showing the whole of the Madras Railway Company's grounds at Beypore. I also enclose a letter* from the Agent and Manager, giving cover to communications from the Chief Engineer and Traffic Manager.

2. The latter is of opinion that no alteration can be made with advantage in the train service between Salem and Beypore, and I consider that the reasons he brings forward are conclusive. I must also state, with reference to the concluding paragraph of Mr. Church's letter, that considering that it is now five years since Government ordered the erection of a chuttrum at Beypore, the Railway Company have fair grounds for complaining of the delay; because the want of one renders it extremely difficult for the Railway officials to carry out the sanitary measures ordered by Government.

3. The Chief Engineer is of opinion that there will be no difficulty in laying in the foundations at the site chosen, and as a large fuel shed has been built, and has stood for years, close to the ground in question, I am inclined to agree with him as to the possibility of building the chuttrum on that spot.

4. It appears to me that there is absolutely no choice as to the position of this building; it would, I consider, be a grave error to erect it on the site once spoken of near the hotel, or anywhere between the line of houses and the beach. The Soldiers' rest-house is close to some of the employes' houses, and in addition to that very great objection, it is about half a mile from the Railway station.

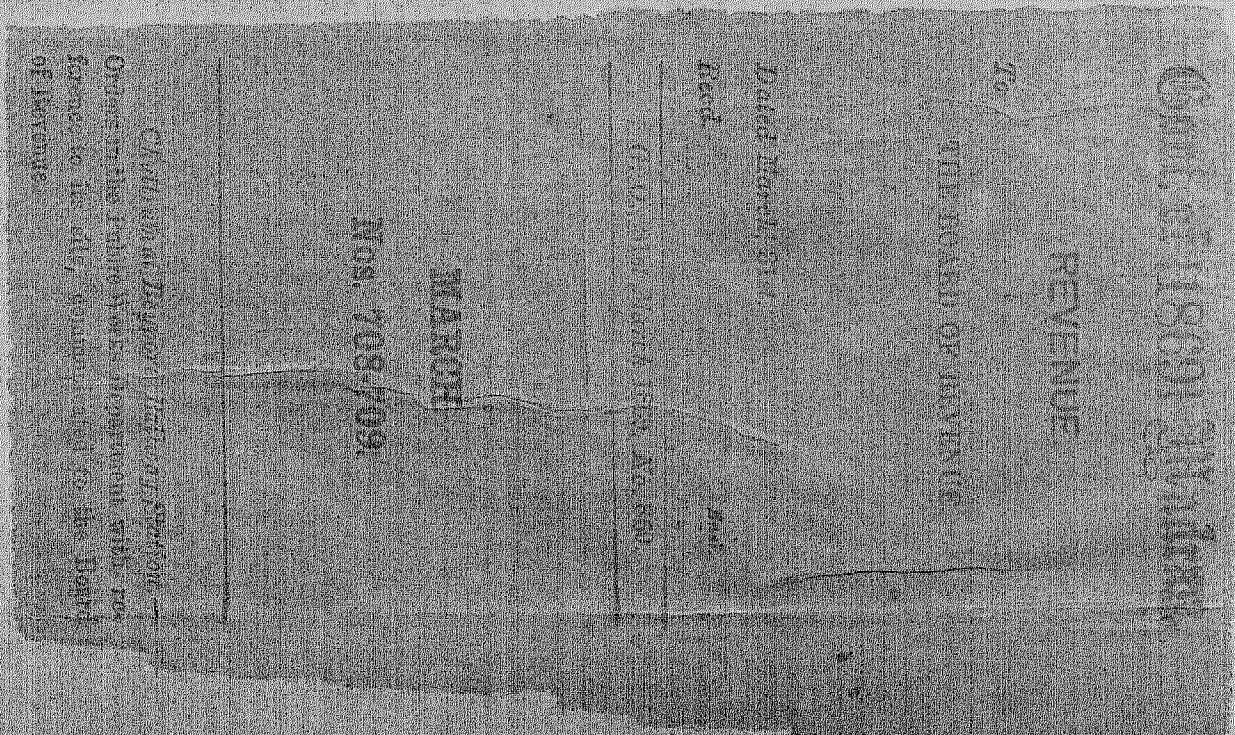
5. The bazaar alluded to by Captain Lindsay in paragraph 4 of his letter, No. 7 of 17th February 1865, is shown in the left hand corner of the plan now forwarded; it is altogether outside of the Railway premises.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th February 1869, No. 49.

1. With reference to your letter of the 21st ultimo, No. 27, enclosing copy of Order of Government No. 164, in which is embodied a letter from the Superintending Engineer, 7th Division, regarding the site of the proposed chuttrum at Beypore, I have the honour to forward a survey of the whole of the Company's ground at that station, together with a copy of the remarks of the Chief Engineer* and Traffic Manager† on the observations made by Colonel Walker upon this subject.

2. You will observe that the Chief Engineer is still of opinion that a chuttrum could be built upon the site marked in the sketch which accompanied my communication of the 5th June 1868, No. 227, and that he considers there would be no more difficulty in laying in and securing the foundations than we experienced with those of our fuel shed.

3. I quite concur with Mr. Church in thinking that our present arrangement of trains between Salem and Beypore is best suited to the convenience of travellers, and that a chuttrum at the latter station would be more appreciated by our "through" than "local" passengers. I should, therefore, deprecate any alteration either in the constitution or times of our present train service.



*Proceedings of the Madras Government, Public Works Department,
20th March 1869.*

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 1st February 1869, No. 44.

1. I beg to acknowledge receipt of the Consulting Engineer's letter, No. 27 of the 21st ultimo, and the G. O. No. 164, therewith annexed.
2. I forward herewith a tracing of the survey called for in the first paragraph.
3. With reference to Colonel Walker's remarks contained in the second paragraph of his letter, it seems to me useless to re-open the question concerning the site originally proposed for the chuttrum.
4. We gave our reasons why it should not be built near the hotel and within our boundaries, and the Government in G. O. No. 1,946, of the 18th May 1868, stated that our objections were valid.
5. At the same time I repeat my opinion that a chuttrum can be built upon the site marked on the plan which accompanied your letter to the Consulting Engineer (No. 227, 5th June 1868), and that there would be no more difficulty in laying in and securing the foundations than we experienced with those of our fuel shed.
6. What we have got to do with the erection of the bazaar latrine, referred to in the 5th paragraph of Colonel Walker's letter, I am at a loss to conceive.
7. On the subject of the proposed alteration of trains you will doubtless receive full information from the Traffic Manager.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 11th February 1869, No. C-37.

Chuttrum at Beypore.

1. With reference to Order of Government, No. 164 of the 19th ultimo, and to the letter of the Superintending Engineer, 7th Division, I have no hesitation in stating that the present arrangement of trains between Salem and Beypore is best suited to the convenience of travellers, and this consideration must outweigh all others.
2. It is not probable that a chuttrum at Beypore would be much patronised by "local" passengers under any circumstances, so that any alteration either in the constitution or times of the "local" trains is scarcely necessary.
3. It is for "through" passengers that a chuttrum at Beypore is so much required, and as passengers from Salem and stations east of Coimbatore cannot by any convenient arrangement of trains reach Beypore until 6 p.m., some accommodation is absolutely necessary, and it will not be going too far to add that the want of accommodation has seriously impeded the development of the through traffic.

No. 367. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th February 1869, No. 62.

1. When addressing you on the 19th instant upon the subject of the site for the proposed chuttrum at Beypore, I find that I omitted to allude to the fact, that the Railway Company's employes who reside at Beypore addressed, during last year, a memorial to the Agent, representing in strong terms the annoyance and inconvenience to which they and their families were exposed when troops were quartered in the rest-house and in tents pitched in its neighbourhood.
2. On receiving this memorial from the Agent, I forwarded it to the Quarter Master General for the consideration of His Excellency the Commander-in-Chief, with an intimation that, in my opinion, the annoyance and inconvenience complained of formed a substantial grievance.

*Proceedings of the Madras Government, Public Works Department,
20th March 1869.*

3. From the Quarter Master General's letter,* dated the 15th August 1868, No. 330-6119, it will be seen that this memorial formed a principal reason for the abandonment of the rest-house, and for the establishment of the new camping ground, $1\frac{1}{2}$ miles to the south of the Beypore terminus.

* Vide G. O., Military Department, No. 3,679, dated 19th September 1868.

4. There can, I think, be no doubt that the adaptation of the old rest-house to the purposes of a chuttrum for Natives, and its constant use as such, would constitute a grievance much greater than any which could have arisen from its irregular and temporary occupation by Soldiers.

No. 568. ORDER THEREON, 20th March 1869, No. 921.

CIVIL WORKS, No. 82.

1. In his letter of the 17th December 1868, No. 165, the Superintending Engineer of the 7th Division urged upon the attention of Government the unsuitableness, in his opinion, of the site selected for the Native chuttrum which it is proposed to build at Beypore, and suggested that a survey of the Railway Company's grounds at that station should be called for with a view to a more suitable position within the station enclosure being chosen, if, by a modification of the hours at which the trains leave and arrive at Beypore, the erection of that building might not be dispensed with. The Consulting Engineer was accordingly requested to obtain and submit the requisite survey with any remarks that he might have to offer on Colonel Walker's objections.

2. With the letter read at the head of these Proceedings, Major Shaw Stewart complies with this requisition, and submits a communication from the Agent of the Madras Railway on the subject, from which it appears that, while no alteration in the train service can be made with advantage, or to the convenience of travellers, the want of a chuttrum has not only impeded the development of through traffic, but has prevented the Company from carrying out the necessary arrangements for the improvement of the sanitary condition of the station.

3. Under these circumstances, and feeling satisfied from the explanations given by the Railway Officers and Consulting Engineer that, while there will be no difficulty in constructing the chuttrum on the site selected, its location anywhere else will be both distasteful and inconvenient to the Railway Company, His Excellency in Council sees no reason for modifying the Orders communicated in G. O. No. 1,946, dated 19th June 1868.

(True Extract)

Colonel R. E.

Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 7th Division
Consulting Engineer for Railways
Revenue Department

Ed. S. T. Augustin

Comm. to the Revenue Board.

20th March 1869

Revenue Dept.
W. 917
Govt. of 1869, Madras.

PUBLIC WORKS.

THE SUBSISTENCE EXPENDITURE

7th Division

Rs. 14,000

Dated March 20th.

Recd. 28th

G. O. 20th March 1869, No. 501.

MARCH

Nos. 500-508

Sec

Chairman of Disputes--G. O. No. 1940
of 1858, regarding the proposed site for
the chattram at Bysapore, Malabar District,
declined, for the reasons given, to be made
final.

at Bysapore

W. 917