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Proceedings of the Madras Government, Public Works Department,
11th November 1873.

Read the following papers:—

No. 166. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 14th August 1873, No. 431.

I HAVE the honour to report, for the information of His Excellency in Council, that in fixing the line to be followed by the Carnatic Railway, between Madras and Cuddalore, it was found necessary to take it through a portion of the Chingleput Fort. The direction of the line in the neighbourhood of Chingleput received most careful consideration from the Company's Engineers and from myself; and although it was impossible to keep clear of the fort, care was taken to avoid all unnecessary interference with the fort and the buildings situated within it.

2. The proposed direction of the line is shown upon the accompanying sketch, from which it will be seen that the land to be permanently occupied by the railway will interfere very slightly either with the fort or with the jail meadows which lie between the outer and inner ramparts. A considerable quantity of earth will however be required in order to raise the present level of the land to the height required for rail level, and this earth it was at first proposed to take from the jail meadows, as shown in yellow in the sketch.

3. The enclosed letter* from the Chief Engineer of the Carnatic Railway Company will, however, show that, in order to meet the views of the Jail Authorities as far as possible, Mr. Dibblee proposed, as an alternative measure, that the material required for the embankment should be taken from the adjacent rampart, instead of from the meadow. He further proposed to level other parts of the fort ramparts, and to fill up the moat, if thought desirable on sanitary grounds, upon condition of receiving the stones which now form the revetment.

* To Agent, No. 527, dated 1st July 1872.

4. In their Order,* dated the 21st September 1868, the Government directed that no abandoned fort was in future to be demolished, or its material appropriated without their express sanction; and in a subsequent order,† dated the 21st July 1869, the Government sanctioned the removal of the inner rampart, and the filling in of the inner moat, on the west side of the Chingleput Fort, together with some minor alterations, leaving the demolition of the outer rampart and the filling in of the outer moat for future consideration.

* Revenue Department, No. 2,436.

† Judicial Department, No. 1,178.

5. I understand from the Collector of Chingleput that nothing has yet been done towards carrying out the work thus sanctioned, and I enclose letters* from that officer and from the Inspector-General of Jails which show that no objections are entertained by them to Mr. Dibblee's proposals. Colonel Wilson points out that certain portions of the ramparts cannot conveniently be dispensed with. These portions are shown in the accompanying sketch. They are for the most part on the east and south faces of the fort, where the rampart forms part

* From Collector of Chingleput, No. 204, dated 2nd August 1873, with enclosure.
From Inspector-General of Jails, No. 2,515, dated 6th August 1873.

of the bund of the Chingleput tank, and with this it was never proposed to interfere. A small piece of the inner rampart on the west face, which Colonel Wilson represents to form the boundary of the hospital and kitchens, can of course also be kept if thought necessary.

6. With these exceptions I have the honour to recommend that permission be given to carry out in full the proposals made by the Chief Engineer of the Carnatic Railway Company. There can be no doubt that the demolition of the whole of the ramparts, inner and outer on the west face of the fort, and at the north-west and south-west angles, together with the filling in of both moats, will form a great sanitary improvement. With regard to the revetment stones, I can see no objection against their being made over to the Company. The order of Government sanctioning the demolition of the ramparts and the utilization of the material was passed more than four years ago, and no action has yet been taken upon it. It seems better that the material should be used in building the station at Chingleput and the railway bridges than that it should lie idle.

From F. L. DIBBLEE, Esq., Chief Engineer, to J. T. FISHER, Esq., Agent and Manager of the Carnatic Railway Company, dated Madras, 1st July 1873, No. 527.

In reply to the Consulting Engineer's letter, No. 162, and with reference to the enclosures therein (communications from the Inspector-General of Jails), which were forwarded with your No. 586, I beg to say that my proposal with regard to the road through the fort of Chingleput, is to take up that colored yellow on the tracing, but which on the regular plan sent for the Revenue Authorities has been colored red and yellow, according to its class, in the usual manner.

2. It was not in strictness within my province to communicate with the Jail Authorities in any way regarding the land required for our purposes, as it should more properly have been a question for Revenue Officers to settle. I was under the impression, however, that some alternative to my original proposal might more fully meet their views, and I therefore wrote, as is quoted, to Mr. Whitlock, to confer with the Superintendent of the Jail on the subject. And I will now gladly consider any proposal that may be made in lieu of that I originally suggested.

3. On the tracing I have marked the place (at *a a a a*) where the line crosses or encroaches on the moat of the fort, I have also marked (*b b b*) the wall revetted with stone which is alluded to in the correspondence. In the event of the Jail Authorities preferring that I should not take up the land marked yellow, a sufficient length of the wall would be taken to enable me to procure earth for making my embankment as near the line as may be, and, in addition, I would level the walls and fill up the moat in other places which I understand is thought desirable on sanitary grounds, if I can receive the stone now forming the revetment.

4. The stone can be made useful at a bridge at three-quarters of a mile distant, for the station buildings of Chingleput, and for culverts in the neighbourhood.

5. The tracing and original letters from the Inspector-General of Jails are herewith returned.

From R. W. BARLOW, Esq., Acting Collector of the Chingleput District, to Lieutenant-Colonel J. H. M. SHAW-STEWART, Consulting Engineer for Railways, dated Sydapet, 2nd August 1873, No. 201.

In reply to your letter, No. 616, dated the 16th ultimo, I have the honour to forward copy of a report* received from the Acting Sub-Collector

* No. 354, dated 29th July 1873.

2. Mr. Crole, it will be seen, is decidedly in favour of Mr. Dibblee's alternative measure alluded to by you at paragraph 3. I agree with him, and I know Chingleput well; excavations to

any great extent from the jail meadows might injure them permanently, whereas levelling the embankments and so filling up the moats would be an advantage to the fort on sanitary and other grounds.

3. The difficulty alluded to by the Sub-Collector at paragraph 6 will doubtless be satisfactorily met by the Railway Department.

4. At paragraph 7, the Sub-Collector takes exception, you will observe, to the rampart stones being made over to the Railway Company for nothing, and that they are valuable is true; but as the matter has to come before Government it will then be decided on what terms they are to be made over. Nothing had been done when I was last at Chingleput towards carrying out the demolitions sanctioned in G. O., Revenue Department, No. 2,174, dated 26th July 1869.

5. Paragraph 9 of the Sub-Collector's letter will be laid before the Inspector-General of Jails, and treats of a question quite apart from the present reference.

From C. S. CROLE, Esq., Acting Sub-Collector, to R. W. BARLOW, Esq., Acting Collector of the Chingleput District, dated Chingleput, 29th July 1873, No. 354.

I HAVE the honour to report on a letter* from Colonel Shaw-Stewart, Consulting Engineer for Railways, as required in your endorsement thereon, dated 15th instant.

* Herewith returned.

2. The points are two:—First, Mr. Dibblee's proposals for taking earth for the embankment through the Chingleput Fort; and, second, the same gentleman's "proposals generally with respect to the fort."

3. Since receipt of the above requisition no [illegible] the Engineers of the Carnatic Railway has been in Chingleput, so this report is submitted [illegible] disadvantage, inasmuch as I have not had an opportunity of learning their views and the reasons for them.

4. I shall notice the second of the points of reference first. The proposed line of railway lies close to the inner moat of the fort, at the south end of which it curves suddenly to the spot selected for the station. The proposed line from Conjeveram forms a junction with the main line on this curve. Apart from other considerations I think it is to be regretted that an important station like Chingleput should be subjected to the objections and attendant dangers of such a position. For this reason, as well as to save the jail meadows, I should be strongly in favour of a line following generally the line of the outer moat and rampart. There remains also the alternative of bringing the line across the foreshore of the Chingleput Tank, where a station on the high ground, where such a line would intersect the old road to Timporur, would be distant about three-fourths of a mile from the town. Probably it is now too late in the day to consider such a radical change in alignment, and there might be difficulties with the Conjeveram branch.

5. With regard to the first part of the reference, I have the honour to state that after careful consideration, Mr. Dibblee's proposal with regard to the hay-field seems objectionable. The jail meadows are valuable property, and it would seem a pity to take the earth out of them. Their level is too low as it is, and they are in consequence liable to be flooded.

6. The Chief Engineer's alternative is to take the required earth from the ramparts. This would fall in with G. O., dated the 26th July 1869, No. 2,174, in which the demolition of the fort was sanctioned. Nothing has been done in the matter yet. Mr. Dibblee however wishes, besides this, to be allowed to level the whole of the ramparts, appropriating in exchange the stone with which they are faced. Now, considering that the ramparts have evidently been raised with the earth excavated from the moats, it is not apparent how it is proposed to make the same quantity of earth suffice for filling them in again, in addition to forming a considerable new embankment of several hundred yards. There is this initial difficulty in the way, and, as stated above, the absence of all the Carnatic Railway Officers from Chingleput has deprived me of the means of knowing whether it is surmountable. Further it should also be stated that the Government, in the order above quoted, did not sanction the filling in of the outer moat, although it should be

observed that, lying as it does close to the edge of the Great Southern Trunk Road, it is a source of danger to the public.

7. In regard to the stones I am clearly of opinion that they are much too valuable to be disposed of in the manner proposed. If they are required for the railway bridge across the Palar or for other works, the most satisfactory way would be for the Railway Company to buy the quantity it requires.

8. If the Government consider that the demolition of the fort, commenced by the excavation of earth for the railway embankment, should be carried out, it seems to me that the convicts should be made to do it. They are now employed in mending roads by which, I believe, the jail receipts do not benefit, and a certain portion of them for some months in the year find employment of a light nature in the hay-field.

9. The present seems a proper opportunity for again drawing attention to the anomalous condition of the Chingleput Jail. The existing arrangement, by which a public thoroughfare divides it into two parts, one of which (the dormitories) is not even surrounded by a wall, is, I believe, unknown anywhere else. There are at present 137 prisoners under confinement. The jail buildings, I understand, are designed for more than double that number. I have the honour strongly to recommend the reduction of the number by retaining short-sentenced convicts only, as, it is understood, was the intention when central jails were established. The present dormitories would then be amply sufficient for the requirements of such a depôt jail. They might be furnished with cook-rooms, etc., be surrounded with a decent sized wall, and the present evil be removed at a moderate cost, the present entrance to the fort remaining as before, and the inconvenient detour recommended by the Committee of 1869 thus avoided.

From Lieutenant-Colonel W. J. WILSON, Inspector-General of Jails, to Lieutenant-Colonel H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Ootacamund, 6th August 1873, No. 2,515.

In reply to your letter, No. 617, dated 10th ultimo, I have the honour to state that only portions of the rampart cannot be conveniently dispensed with, viz., that part which extends from the new Subsidiary Jail to the point where the line of rail passes behind the District Jail, a part of the inner rampart, about 300 feet in length, which forms the western boundary of the hospital and cook-rooms, but there is no objection on the part of this department to the removal of the rest of the ramparts.

2. On the whole, I should prefer that the hay-fields should be interfered with as little as possible, but as this is a matter of comparatively small importance, I think it is best to leave the choice of the alternative measure in your hands.

3. I enclose the sketch plan (to be returned) for reference as to the portions of the ramparts which are required to stand.

No. 167. From Colonel F. J. F. PRIESTLEY, Superintendent, Revenue Survey, to Colonel G. W. WALKER, R.E., Chief Engineer, Public Works Department, dated Chepauk, 13th September 1873, No. 2,172/356.

With reference to your memorandum No. 329, of the 29th ultimo, I have the honour to inform you that I have instructed my Deputy in charge of the Chingleput District to prepare maps of the Carnatic Railway Stations situated within its limits.

2. I beg to state that I am not in possession of an accurate detail map of the Cuddalore District. I send one of part of the Chellumbrum Talaq, surveyed in 1856-57, but fear that since then many changes in the topography of the country may have taken place.

No. 168. From the same Officer, dated Chepauk, 2nd October 1873, No. 2,386/393.

On receipt of your memorandum No. 329 of the 29th August 1873, I instructed the Deputy Superintendent, Revenue Survey, Chingleput District, to compile maps of the stations on the Carnatic Railway line, and applied to the Consulting Engineer for Railways for information regarding the positions of the stations.

G. O., No. 1,117 of 28th June 1871.

2. I have the honour to append extract of paragraph 2 from his letter of the 29th ultimo, No. 933, intimating that the station sites are not yet finally fixed and that it is possible that some of them may be changed. Under these circumstances, I request you will inform me whether you wish that the compiling of maps should be proceeded with, or deferred till the exact positions are determined.

Extract from a letter from the Consulting Engineer for Railways, to the Superintendent, Revenue Survey, dated 29th September 1873, *No.* 933, *paragraph* 2.

* * * * *

2. It is, however, right to mention that the station sites are not yet finally fixed, and it is not impossible that some of them may be changed during the construction of the line.

No. 169. Order thereon, 11th November 1873, No. 2,747.

RAILWAY, No. 22.

His Excellency the Governor in Council is of opinion that provision level of the land taken up for the railway of the earth required for raising the of the Chingleput Fort, may advantageously be made by demolition of the inner ramparts to the extent proposed by the Consulting Engineer after consultation with the Inspector-General of Jails and the Local Revenue Authorities, in preference to obtaining it by lowering the level of the jail meadows. And he authorizes the filling up of the inner moat, the outer moat and ramparts being retained as in some measure conducive to the secure custody of the prisoners in the jails. The fort stones obtained by demolition of the ramparts may also be utilized on the railway works, such as may not be wanted for that purpose remaining the property of Government.

2. Correspondence on this subject has incidentally elicited the fact that hitherto no measures had been taken to prepare the Maps of Railway station sites called for in G. O.,* No. 1,117, of 28th June 1871, in the Chingleput or South Arcot Districts, and as it appears from the second letter of the Superintendent, Revenue Survey, that the station sites are not yet definitely fixed, the Consulting Engineer for Railways will be requested to arrange for their preparation by the Railway Surveyors, and to report what the cost to be paid by Government will be per square mile.

* Revenue Department.

(True Extract.)
Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Judicial Department.
" Revenue do.
" District Engineer, Chingleput.
" " South Arcot.
" "
Exd. S. T. Austin.
20 Spare Copies will be supplied from Madras office

1873. Dec.
No 374

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No. 139.
Communicated to
the Board of Revenue

22 d Dec: 1873