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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

DEPARTMENT

G.O. No. / ~~B.P. No.~~ 502 Press / ~~Mis.~~

Dated 3. 2. 1877 ~~197~~.

Not to be folded or roughly handled

502

Proceedings of the Madras Government, Revenue Department,
3rd February 1877.

No. 78. Read the following Proceedings of the Board of Revenue, dated 20th January 1877 :—

Read Endorsement by the Secretary to Government, Revenue Department, on Memorandum by the Secretary to Government, Public Works Department, dated [illegible] January 1877, on the question of the removal of the Salt Depôt at Homes' Gardens to the Cotaurs near Black Town in the event of the completion of the Junction Canal.

The Board do not consider that the Homes' Gardens Depôt should be abolished even if the junction canal be completed, it being the natural base from which to supply with salt the southern and western parts of the Chingleput District, including the towns of Chingleput and Conjeveram. The South Indian Railway is not connected with the Salt Cotaurs, and the correspondence embodied in G.O., dated 29th May 1874, No. 1,421, shows that the construction of a tramway from Sydapet to Homes' Gardens is preferable to the construction of one between the Goods Terminus and the Cotaurs. The increased risk of salt thefts which would be incurred by the conveyance of salt in large quantities through the populous district traversed by the Junction Canal is also a consideration in determining the point which must not be over-looked.

(True Extract.)
(Signed) C. A. GALTON,
Acting Sub-Secretary.

ORDER THEREON, 3rd Febru[illegible], No. 302.

No. 79.

Separate Revenue, No. 31.
Salt.

His Grace the Governor in Council observes that the Board's Proceedings is unaccompanied by a statement of the charges of the Homes' Gardens establishment or of the finances of the depôt generally.

2. Before disposing of this question, His Grace the Governor requests the above information.

(True Extract.)
(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.

Exd. F. R. Bantleman.

Govt. of {1877} Madras.

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated February, 3rd.

Read. Encl.

G.O., 3rd February 1877, No. 502.

E/12

FEBRUARY.

No. 78-79.

[illegible] Draft of [illegible] Gardens [illegible] Chingleput District, [illegible] requesting, with reference to the proposal to abolish the — information as to the [illegible] of establishment and finances of the [illegible]

Proceedings of the Madras Government, Public Works Department,
[illegible] October 1876. No. 2,[illegible]99.

No. 258. Read the following letter from Lieutenant-Colonel [illegible] SHAW STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 12th October 1876, No. 489.—

I HAVE the honor to enclose herewith, for transmission to the Government of India, a list of the Capital sanctions in force in the Engineering and Locomotive Departments of the South Indian Railway for the quarter ending 31st December 187[illegible]

SOUTH INDIAN RAILWAY.

LIST OF OPEN CAPITAL SANCTIONS FOR THE QUARTER [illegible] 31ST DECEMBER 1[illegible]

Bill for Works closed on the 30th September 1876 will be passed up to the 31st December 1876; but no work must be done after the 30th September 1876.

N.B.—Expenditure incurred on works not in this list will not be passed unless formal sanction [illegible] previously obtained.

Register Number and Date.	Authority.	Works.	Sanctioned Expenditure. Indian.	Sanctioned Expenditure. English.	Sanctioned Expenditure. Total.	Expenditure as per Auditor's Books up to 30th June 1876. Indian (Cash).	Expenditure as per Auditor's Books up to 30th June 1876. English.	Expenditure as per Auditor's Books up to 30th June 1876. [illegible]
		ENGINEERING DEPARTMENT.	RS.	RS.	RS.	RS.		RS.
		Negapatam to Erode Section.						
43 M. R. of 1874-75 ..	G. I., No. 491 R., of 22nd February 1875.	Conversion of line between Negapatam and Trichinopoly into the metre gauge, using existing materials ..	[illegible]	51,853	1,02,786	20,[illegible]54	49,8[illegible]	[illegible],876
4 M. R. of 1875-76 ..	G. I., No. 926 R., of 17th April 1875.	Steam barge	..	60,000	60,000	45	65,7[illegible]	65,828
....	C. E., No. 390 of 20th April 1876.	Additional well at Trichinopoly ..	[illegible]7[illegible]	603	1,373	..		
....	M. G.O., No. 1[illegible]31 of 28th July 1876.	Additional accommodation for General Stores at Negapatam	9,7[illegible]2	..	9,792	..		
....	C. E., No. 612 of 13th June 1876.	Lengthening sidings at Trivalore, Needamungalum, and Boodalore	1[illegible]9	1,247	1,366	..		
		Arconum to Conjeveram Section.						
35 M. R. of 1875-76 ..	G. I., No. 3,208 R. of 21st December 1875.	Bridge of four 25 feet wrought iron girder openings at 1½ mile	4,5[illegible]1	1,651	6,242	119	..	119
		Trichinopoly to Tuticorin and Tinnevelly Section.						
....	C. E., No. 778 of 19th July 1876.	Additional semaphore signals at certain stations in this section	2,[illegible]06	4,812	7,518	..	..	[illegible]
....	C. E., No. 253 of 27th April 1875.	Kitchen and out-houses at Trichinopoly.	[illegible]50	..	650	180	2	18[illegible]
....	C. E., No. 321 of 31st March 1876.	Station-masters' and guards' bungalows at Trichinopoly	6,[illegible]38	[illegible]	6,098	..	..	[illegible]
....	C. E., No. 731 of 8th July 1876.	Latrine for Locomotive Workshops at Trichinopoly	[illegible]09	..	709	..	..	
40 M. R. of 1875-76 ..	G. I., No. 801 R. of 20th March 1876.	Constructing a small station at Aiyaloor ..	6,[illegible]57	3,987	10,644	75		75
....	C. E., No. 893 of 9th December 1875.	Goods godown and siding at Dindigul ..	6,[illegible]58	2,649	[illegible],707	..	..	
....	C. E., No. 954 of 6th June 1876.	Goods godown at Amayanaickenoor ..	1,[illegible]29		1,129		..	
....	M. G.O., No. 2,[illegible]31 of 14th August 1876.	Providing sleeping accommodation for passengers at Madura	6,512		6,512	..	..	..
....	C. E., No. 371 of 11th Aug. 1876.	Furnishing do. do. ..	344	..	344	..	..	..
....	C. E., No. 841 of 4th Aug. 1876.	Waiting room accommodation and verandah at Maniachee junction	3,365	..	3,365	..	..	..
....	C. E., No. 389 of 20th April 1876.	Altering gradients into the Tuticorin station	3,493	..	3,493	..	[illegible]	
7 M. R. of 1[illegible]73-[illegible] ..	G. I., No. 1,377 G. R. of 7th [illegible] 1873.	III.—Construction of Line—						
		1. Earthwork	7,02,278		7,02,278	[illegible],11,949	[illegible]78	6,13,[illegible]7
		2. Bridgework	..		..	..		
		(*a*).—Minor bridges	5,65,691	1,04,[illegible]53	6,70,144	3,95,378	[illegible]45[illegible]	[illegible]
		(*b*).—Large bridges	4,95,296	3,92,2[illegible]4	8,87,580	3,08,276	3,59,95[illegible]	6,65[illegible]
		3. Tunnels	..	..	..	..	..	
		4. Level crossings	1,47,454	..	1,47,454	40,249	14,922	5[illegible]
		5. Fencing	1,40,000	..	1,40,000	71,254	4,949	
		Temporary telegraph	12,000	..	12,000	9,839	25,316	35,1[illegible]
		IV.—Ballast and Permanent-way—						
		(1.) Ballasting	2,57,657		2,57,657	1,48,209	19	1,48,[illegible]28
		(2.) Permanent-way	5,38,738	33,77,890	39,16,628	2,64,908	29,51,836	32,16,[illegible]44
		V.—Stations and Buildings—						
		1. Stations and Offices	..	..	..	..	..	
		Trichinopoly	47,3[illegible]6	2,515	49,881	22,254	4,821	27,[illegible]5
		Collatoor	5,4[illegible]7	..	5,437	2,583	349	2,[illegible]32
		Manaparai	5,8[illegible]	..	5,869	4,707	629	5,336
		Vaivampatty	5,4[illegible]0	..	5,440	998	29	1,027
		Vadamadura	6,8[illegible]7	..	6,847	3,376	[illegible]	[illegible]8[illegible]
		Dindigul	26,4[illegible]3	260	26,733	20,159	4,[illegible]98	[illegible]
		Amayanaickenoor	6,9[illegible]	..	6,960	2,916	[illegible]	[illegible]3[illegible]
		Sholavandan	7,8[illegible]	..	7,828	5,596	[illegible]	[illegible]87
		Madura	47,7[illegible]	319	48,025	32,514	2,760	35,2[illegible]
		Tiruparengundrum	5,[illegible]	..	5,524	1,564	45[illegible]	2,017
		Tirumungalum	5.[illegible]	..	5,696	3,164	425	3,589
		Virdaputty	24,[illegible]	260	24,38[illegible]	10,9[illegible]4	155	[illegible]079
		Sattoor	7,1[illegible]	..	7,130	3,91[illegible]	484	[illegible]399
		Kovilputty	7,8[illegible]	..	7,822	6,938	[illegible]01	7,3[illegible]9
		Kadamboor	8,3[illegible]	..	8,376	6,604	55	6,6[illegible]9
		Maniachee	11,1[illegible]	..	11,120	8,5[illegible]	[illegible]	[illegible]
		Tuticorin	75,8[illegible]	270	76,078	61,423	[illegible]	63,65[illegible]
		Gengundan	6,1[illegible]	[illegible]	6,129	3,057	[illegible]	3,15[illegible]
		Tinnevelly	40,1[illegible]	254	40,364	24,[illegible]33	[illegible]	[illegible]
		2. Workshops and Store buildings ..	1,48,97[illegible]	49,528	1,98,504	60,46[illegible]	[illegible]	[illegible]
		Temporary do. Trichinopoly ..	6,94[illegible]	1,542	8,489	5,229	1,943	
		3. Staff quarters	1,46,65[illegible]	..	1,46,655	50,093	4,091	54,1[illegible]
		Do. (temporary) ..	32,3[illegible]	..	82,300	28,371	53	28,424
		4. Station machinery	77,8[illegible]	86,159	1,64,040	47,569	71,997	1,19,566
		VII.—Plant—						
		1. Engineering	1,19,1[illegible]	[illegible]103	2,12,277	[illegible]	1,06,798	1,[illegible]
		2. Locomotive	1,[illegible]	[illegible]7	4[illegible],503	33	816	
		3. Carriage and wagon	828	[illegible]423	8,251	..		
		4. Station and office furniture ..	56,60[illegible]	[illegible]900	1,13,509	1,832	2[illegible]	[illegible]0[illegible]
		IX.—Maintenance	2,58,0[illegible]	[illegible]	[illegible],58,015	1,42,167	1,951	[illegible]

LIST OF OPEN CAPITAL SANCTIONS FOR THE QUARTER EN[illegible] 3[illegible]ST DECEMBER 1876—(Concluded.)

Register Number and Date.	Authority.	Works.	Sanctioned Expenditure. Indian.	Sanctioned Expenditure. English.	Sanctioned Expenditure. Total.	Expenditure as per Auditor's books up to 30th June 1876. Indian (Cash).	Expenditure as per Auditor's books up to 30th June 1876. English (Stores).	Expenditure as per Auditor's books up to 30th June 1876. Total.	[illegible] on which sanction lapses.	Remarks.
		Madras to Cuddalore Section.	RS.	RS.	RS.	RS.	RS.			
....	C. E., No. 210 of 1[illegible]th April 1875.	Equipment of Telegraph Offices between Madras and Tanjore	4,95[illegible]	5,603	10,557	40	4,089	4,12[illegible]		
....	C. E., No. 240 of 15th March 1876.	Temporary accommodation for passengers at Madras	18,21[illegible]	..	18,210					
23 M. R. of 1875-76 ..	G. I., No. 2,254 R. of 9th September 1875.	Sidings from Sydapett Station to the Homes' Gardens Salt Depôt	26,3[illegible]	33,247	59,0[illegible]					
4 M. R. of 1873-74 ..	G. I., No. 306 G. R. of 25th February 1873. G. I., No. 1,200 G.R. of 12th July 1873	III.—Construction of Line—								[illegible] of line to public traffic
		1. Earthwork	..	..	3,91,360	2,92,630	2	2,92,632		
		2. Bridgework								
		(a).—Minor bridges	..	..	2,11,000	3,00,173	29,24[illegible]	3,[illegible]429		
		(b).—Large bridges	..	..	8,63,442	3,23,955	1,23,[illegible]61	4,[illegible]706		
		3. Tunnels	..	..						
		4. Level crossings	..	..	41,700	27,53[illegible]	1[illegible]00	[illegible]730		
		5. Fencing	..	..	83,970	50,547	8,[illegible]94	[illegible]41		
		IV.—Ballast and Permanent-way—								
		1. Ballasting	..	..	22,06,870	68,263	62	68,[illegible]5		
		2. Permanent-way	..	..		1,30,140	17,58,996	18,89,[illegible]6		
		V.—Stations and Buildings—								
		1. Stations and Offices								
		Terminal works	..	..	6,03,200	30,239	5	30,[illegible]44		
		Chetput	..	..	3,555	929	..	[illegible]		
		Sydapett	..	..	2,310	8,079	2	8,[illegible]		
		Guindy	..	..	1,7[illegible]5	1,924	..	1,9[illegible]4		
		Saint Thomas' Mount	..	..	[illegible],385	16,607	..	16,60[illegible]		
		Palaveram	..	..	3,180	6,104	..	6,1[illegible]		
		Vundaloor	..	..	[illegible],910	53	..	[illegible]		
		Goodvancherry	..	..	[illegible],310	1,654	..	[illegible]		
		Singaperoomalcovil	..	..	2,025	..	..			
		Chinglepat	..	..	22,645	10,283	..			
		Madrantakum	..	..	4,160	..	..			
		Atcharavak	..	..	2,435	..	..			
		Ollakkur	..	..	1,650	..	..			
		Tindevanum	..	..	6,860	3,354	..			
		Chendoor	..	..	1,900	..	..			
		Vickravandi	..	..	2,310	..	..			
		Villapooram	..	..	4,780	..	..			
		Ackadamillai	..	..	1,900	..	..			
		Punrooty	..	..	7,110	..	..			
		Nellicoopum	..	..	2,965	26	..	26		
		Tirupapulaiyur	..	..	1,900	1,811	..	1,811		
		Cuddalore	..	..	28,515	5,020	..	5,020		
		2. Workshops and Store buildings	..	..	13,450	19,449	115	19,564		
		3. Staff quarters	..	..	68,490	16,749	..	16,749		
		4. Station machinery	..	..	44,880	19,019	19,422	38,441		
		VII.—Plant—								One year after opening
		1. Engineering	..	..	60,000	1[illegible]92	1,22,278	1,[illegible]1,170		
		2. Locomotive	..	..	60,000	..	..			
		3. Carriage and wagon	..	..	60,000	..				
		4. Station and office furniture	..	..	31,700	754	6,[illegible]	7,47[illegible]		
		IX.—Maintenance	..	..	1,61,550	..	..			
		Cuddalore to Tanjore Section.								
40 M. R. of 1874-75 ..	G. I., No. 161 R. of 19th January 1875.	III.—Construction of Line—								
		1. Earthwork	..	..	2,94,638	1,28,254	386	1,[illegible]40		
		2. Bridgework	..	..	..	..	..			
		(a).—Minor bridges	..	..	3,60,916	1,03,211	279	1,0[illegible]		
		(b).—Large bridges	..	..	7,49,885	95,940	11,935	1,0[illegible]		
		3. Tunnels	..	..	..	..	..			
		4. Level crossings	..	..	62,533	4,280	33	[illegible]313		
		5. Fencing	..	..	1,05,995	6,900	7	[illegible]907		
		Temporary Telegraph	13,075	..	13,075	12,025	26,806	[illegible]8,83[illegible]		
		IV.—Ballast and Permanent-way—								
		1. Ballasting	..	..	1,12,171	6,408	..	6,408		
		2. Permanent-way	..	..	18,35,484	18,515	[illegible],01,441	[illegible],70,956		
		V.—Stations and buildings	..	..	3,51,214	6,868	4,429	[illegible]		
		VII.—Plant	..	..	1,88,285	5,228	33,[illegible]71	39,0[illegible]		
		IX.—Maintenance	..	..	1,0[illegible],805	..	..			
		LOCOMOTIVE DEPARTMENT.								
....	M. G.O., No. 1,777 of 12th July 1876.	New metre gauge stock	..	..	42,81,548	..	..	[illegible]		
....	C. E., No. 538 of 19th May 1876.	Increasing height of chimnies of 82 metre gauge locomotives	820	..	820	..	..			
....	C. E., No. 646 of 20th June 1876.	Strengthening sides of 100 metre gauge cotton trucks	..	..	6,000	..	..			
....	C. E., No. 940 of 1st September 1876.	Altering and enlarging ash pans of metre gauge locomotives	[illegible]30	1,640	2,870	..	..			
....	M. G.O., No. 2,488 of 18th September 1876.	14 Additional goods brake vans	..	..	30,821	..	..			
....	M. G.O., No. 2,488 of 18th September 1876.	Fitting brakes to engines	..	..	[illegible]000	..	..			

(Signed) J. H. M. SHAW-STEWART, L[illegible], R.E.,
Consulting Engineer to Government for Railways.

MADRAS,
12th October 1876.

Proceedings of the Madras Government, Public Works Department,
18th October 1876, No. 2,799.

No. 289. [illegible] thereon, 18th October 1876, No. 2,798.

RAILWAYS. No. [illegible] C.

Ordered to be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 290. Docket No. 2,799, dated 18th October 1876.

Copy of the above forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. E. C. Shunker.
Spare Copies

Govt. of {1876} Madras.

PUBLIC WORKS.

[illegible] SECRETARY TO THE GOVERNMENT
OF INDIA.

Dated, October 18th.

Issued

Recd. Encl.

G. O., 18th October 1876, No. 2,799.

OCTOBER.

Nos. 288-290.

In Govt R. No 164/77

FORWARDING a List of the Capital Sanctions in force in the Engineering and Locomotive Departments of the South Indian Railway for the quarter ending 31st December 1876.

Proceedings of the Madras Government, Public Works Department,
21st September 1875.

No. 506. Read the following letter from W. C. FURNIVALL, Esq., Under Secretary to the Government of India, Public Works Department (Railway), to Major-General G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department (Railway), dated Simla, 9th September 1875, No. 254.

I am directed to acknowledge the receipt of your letter, No. 2,355, of the 16th August 1875, and in reply to [illegible] of the Government of India to the estimate, amounting to Rupees 59,0[illegible], submitted with your letter, No. 930, of 8th April 1875, of the cost of constructing a branch or siding on the metre gauge from the Sydapett Station of the South Indian Railway to the Salt Depôt at Homes' Gardens.

2. This sanction has been registered as No. 23 M.R. of 1875-76.

No. 507. ORDER THEREON, 21st September 1875, No. 2,737.

RAILWAY, No. 40-G.

COMMUNICATED to the Consulting Engineer for Railways, with reference to the under-mentioned orders:—

G. O., No. 929, 8th April 1875.
" No. 2,355, 16th Aug. "

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS.

[illegible] CONSULTING ENGINEER

FOR RAILWAYS,

&c. &c. &c.

Dated September 21st.

Read. *Each*

G. O., 21st September 1875, No 2,737.

SEPTEMBER.

Nos. 506-507

In G.O. N 164/7

Branch or Siding on the metre gauge from the Sydapett Station to the Salt Depôt at Homes' Gardens.—Letter from the Government of India sanctioning the estimate of Rupees 59,623 for constructing a —, communicated to the Consulting Engineer for Railways.

502/6

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 16th *August* 1875.

No. 261.

From

MAJOR-GENERAL [illegible] WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 3[illegible]

SIR,—Advertising to your letter, No. 1,1[illegible] R, dated 7th May 1875, I am directed to state that it has not been found practicable to reduce the cost of constructing a branch or siding on the metre gauge from Sydapett Station to the Salt Depôt at Homes' Gardens; that this Government is quite satisfied that the connection between the Salt Depôt at Homes' Gardens and the South Indian Railway at Sydapett is desirable under any circumstances, irrespective of any junction with the Madras Railway Goods Station at the Salt Cotaurs, and that the Honorable the Governor in Council has accordingly sanctioned the work, on the original estimate, amounting to Rupees 59,623, for execution.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

P[illegible]ceedin

(187[illegible]) Madras:

[illegible] WORKS.

The SECRETARY to the GOVERNMENT

of INDIA.

Dated August 16th.

Issued

Recd. Encl.

G. O., 16th August 1875, No. 2,356.

AUGUST.

No. 267

In Govt R N 164/77

Intimating that as it has not been found practicable to reduce the cost of constructing a branch or siding on the metre gauge from Sydapett Station to the Salt Depot at Homes' Gardens, the original estimate, amounting to Rupees 59,623, has accordingly been sanctioned for execution.

Pr[illegible]dings of [illegible] Madras Government, Public Works De[illegible]

16th August 1875.

No. 26[illegible] Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MU[illegible] [illegible] Officiating Secretary to Government, Public Works Department, dated [illegible] 5th August 1875, No. 43[illegible]

No. 761, dated 27th July 1875.

With reference to the Order of Government, No. 1,480, dated 27th May 1875, returning for revision, the plans and estimate for constructing a branch or siding in metre gauge from Sydapett Station to the Salt Depot at Homes' Gardens, I have the honor to forward a letter received from the Agent of the South [illegible] Railway, enclosing a report from the Chief Engineer, in which that officer sets forth the reasons that led him in each case to fix the several curves and gradients. Under the circumstances I trust that the Government will see fit to sanction the estimates as originally sent up, amounting to Rupees 59,623.

2. The plans and estimates for the branch are again sent forward for consideration.

From W. S. BETTS, Esq., Agent of the South Indi[illegible] Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 27th July 1875, No. 761.

Your letter No. 369 of the 9th ultimo.

I have to submit herewith, for consideration, a copy of the Chief Engineer's report, of the 24th instant, upon the estimate for the branch line from Sydapett Station to the Salt Depot in Homes' Gardens.

Letter from the Chief Engineer, to the Agent, dated Trichinopoly, 24th July 1875, *No.* $\frac{6422}{1477}$.

Referring to G. O., No. 1,480, of the 27th May last, received with your No. $\frac{5804}{1985}$ of the 11th ultimo, I have to inform you that before sending this project forward I had several alternative lines surveyed and levelled, and finally went over the ground myself plans in hand.

2. I have again carefully looked into the alignment and levels of this branch to Homes' Gardens, and I cannot see my way to any sensible reduction in its cost either by means of sharper curves or steeper gradients.

3. The house marked A, opposite 38 chains, is a large dwelling house at present occupied by Colonel Moberly, the Superintending Engineer of the Chingleput District, and the owner of the land is very much annoyed at the prospect of this branch railway cutting into his property. To do so as little as possible, I kept the line between 30 chains and 40 chains, at a minimum distance of 4 chains from the dwelling house, and it is to get round to this and to cross the channel at 28 chains as much on the square as possible that a 12 chain curve is requisite.

4. Again, between 50 chains and 60 chains, the Mount Road, a large and important thoroughfare from and to Madras, has to be crossed on the level, and to get a somewhat square crossing I have had to do as shown on the drawing (No. 93). Were it not for this, by *flattening* the curve between 50 chains and 60 chains a very slight reduction in the length of the branch might be effected.

5. Looking at the section (Drawing No. 94) there are only two hollows, *viz.*, one between 10 chains and 30 chains, and the other at 1 mile, and in neither case can any reduction be conveniently made in the embankment. Taking these embankments on my section at an average height of 8 feet, and supposing that, for the sake of cheap construction, it were expedient to reduce this height to 6 feet, the difference in quantity of earthwork would be about 6,000 cubic yards, and this at 2 Annas 9 Pies per cubic yard (the estimate rate) amounts to only about Rupees 1,000, while on the other hand every ton of material traversing the line would have to be lowered and

raised again 4 feet, a mechanical disadvantage, which ought not, in my opinion, to be [illegible] on the working expenses for the sake of saving Rupees 1,000 in construction.

6. I submit the plan and estimate, and shall be glad to obtain sanction to the project as it stands, as we [illegible] out and furnish the land plans and schedules. If sanction be accorded to this it will be necessary, I presume, that the Collector be advised to issue the [illegible] notice in the *Gazette* before commencing operations on the ground.

No. 266. ORDER THEREON, 16th August 1875, No. 2,355.

[illegible]LWAY, No. 29.

UNDER the circumstances explained the estimate amounting to Rs. [illegible]9,623 is sanctioned.

(Here enter No. 2,356, dated 16th August 1875.)

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

Exd. S. T. Austin.
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[illegible] of 1875 Madras

PUBLIC WORKS.

[illegible]

The Consulting Engineer

for Railways,

&c., &c., &c.

Dated August 16th.

Issued

Recd. Encl.

G. O., 16th August 1875, No. 2,555.

AUGUST.

Nos. 265-266

In Govt R. N 164/77

Branch or siding on metre gauge from Sydapett Station to the Salt Depôt at Hames' Gardens.—The estimate amounting to Rupees 59,623 for constructing a —, sanctioned.

Proceedings of the Madras Government, Public Works Department, 13th February 1874.

No. 253.

RAILWAY, No. [illegible]

[illegible] February 1874.

As [illegible] of [illegible] the [illegible] along [illegible] of the Carnatic Railway [illegible] since [illegible] will naturally be drawn from [illegible] at the [illegible] His Excellency the Governor in Council [illegible] of opinion that it would be advisable to establish a connection by rail between the Salt Cotaurs and the Goods Station of the Carnatic Railway west of St. Andrew's Kirk, in order to meet the demand. The Consulting Engineer will accordingly cause to be prepared the necessary plans and estimates for the work, which may be considered as a tramway auxiliary to the Carnatic Railway, laid to the same gauge along existing main thoroughfares.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. T. O'Connor.

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Madras

PUBLIC WORKS.

THE CONSULTING ENGINEER

FOR RAILWAYS.

Dated February

Encl.

Recd.

G. O., 13th February 1874, No. 353.

FEBRUARY

No 253

In Genl. No 164/77

Railway.—Issuing instructions for the establishment of a connection by rail between the Salt Cotaurs and the Goods Station of the Carnatic Railway in order to meet the demand on account of salt traffic.

502

[illegible] Government, Public Works Department.

Proceedings [illegible] 13th February 1874.

[illegible] February 1874,

No. [illegible] Read the fo[illegible] As [illegible] of [illegible]
May 187[illegible] No., [illegible] the Carnatic Railway
[illegible] Excellency the Govern-
[illegible] establish a connection by
[illegible] 26th March [illegible] Carnatic Railway

In continuation [illegible] Public Works Department [illegible] Consulting Engi-
ence to Government Order [illegible] that the Salt Deputy-Col[illegible] estimates
No. 35[illegible] I have the hon[illegible] would be much easier to connect the Carnatic
consulted agrees with me that it [illegible] depot, and that any increased de-
Railway with the Homes' Gardens could be easily met by extending the salt manufacture in
at Homes' Gardens [illegible] this could be done with only a trifling additional cost of establish-
the south and
ment, etc.

Submitted for the orders of Government.

Order thereon, 1st June 1874, No. 673.

No. [illegible]

Miscellaneous.

Transferred to the Public Works Department.

(True Extract.)

(Signed) C. G. MASTER,

Acting Secretary to Government.

To the Public Works Department.
,, the Board of Revenue.

Exd. F. R. Bantleman.

Govt. of 1874 Madras.

REVENUE.

WORKS DEPARTMENT,

&c., &c.,

1874, No. 673.

JUNE.

Nos. 9-10.

... the Carnatic Railway ...
... Goods' Depot, Chingleput District ...
... Public Works Department
Board's Proceedings submitting Collector's letter

Proceedings of the Madras Government, Public Works Department,
15th April 1874.

No. 166A. Read the following letter from A. [illegible] UM [illegible] FESTER, Esq., Acting C[illegible] of Madras, to Colonel [illegible] WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 28th February [illegible]

In the laying out the li[illegible] for the [illegible] Railway and the site for the Goods' Station it was found necessary [illegible] the [illegible] Orphan Asylum [illegible] and an alternative [illegible] proposed [illegible] Public [illegible] The Railway [illegible] were to construct the [illegible] Government [illegible] the land.

2. I had [illegible] inspect one of the houses proposed to be demolished for this new road, and it appears to me doubtful whether the road itself is really necessary. If Government will refer to the Plan, they will see that access to the Male Orphan Asylum buildings can easily be obtained, from that part of the town lying near the [illegible] Western Railway Station, by the Poonamallee Road and the road leading [illegible] the Police Commissioner's Office Road; while from St. Andrew's Bridge the Pantheon Road, and from Egmore and the south the Police Commissioner's Office Road appear to me to afford sufficient facility of access. The distance from St. Andrew's Bridge to the Asylum will be slightly increased, but I do not think this is of much importance.

3. Access to the bungalows and buildings situated between the paddy fields and Whannel's Road can be obtained either from Whannel's, the Pantheon, or Kennett's Roads. The only building, access to which would appear from the plan to be blocked, I have marked in the plan with a blue cross, but probably the part of the Male Orphan Asylum Road outside the boundary of the Goods' Station site would afford the access required. Any way this building is not affected by the proposed new road.

4. I calculate that the net cost to Government of the lands taken up for the new road (No. 6) and for the paddy-fields (marked 8) will be about Rupees 55,000, as shown below. Some of the lands have already been purchased at a cost of Rupees 16,632.

	RS.
For road diversion	36,632
For Land No. 8	25,000
	61,632
Amount which will probably be realized by sale of materials	6,250
Net cost...	55,382

5. Land No. 7 must be taken up for the play-ground for the boys in the Asylum, but the necessity of taking up No. 8 is not so apparent. Moreover, I have been directed to take it up under class D. Lands of that class are defined to be "lands required in consequence of the works of a Railway and (which) do not come into the occupation of the Railway Company, and (which) will be (used) exclusively for roads either new roads leading to Railway Stations or diversions or changes of old roads made necessary to the Railway works." This land No. 8 is certainly not required for Railway purposes, or for the diversion of the road,

and is entered in the Schedule as required for Government purposes. Its acquisition will cost nearly Rupees [illegible],000. On this portion [illegible] I will address the Consulting Engineer for Railways. [illegible] to show what will be the total cost of the lands south of [illegible] Orphan Asylum Road which have been directed to take up.

6. I have brought this matter to the notice of the President of the Municipality, and have pointed out to him that unless the new road is really required its construction will entail an annual useless charge on the Municipality for its maintenance. On receipt of his reply I will address Government again, but as there is some land still to be taken up, and the official year is drawing to a close, it is, I think, best not to wait for Mr. Loch's opinion, but to at once refer the matter for the orders of Government as to whether the acquisition of any further land should be stopped until the matter receives further consideration. If Government decide to defer the acquisition of the land, a portion of the allotment for the purchase of Railway lands will be set free. Pending receipt of orders I have directed my Deputy to take no further steps in the acquisition of the lands.

7. I should be obliged by the early return of the accompanying Plan as it is the only one I have in the Office.

No. 166B. ORDER THEREON, 15th April 1874, No. 984A.

RAILWAY, No. 25.

THE Collector of Madras in his letter above recorded refers, for the orders of Government, the question of the land to be taken up and the diversions of existing roads which will be necessitated by bringing the line of the Carnatic Railway through the portion of the town lying between the Male Asylum premises and the site of the Passenger Station near the Penitentiary.

2. The probable amount of compensation payable by Government with the cost of the Passenger Station is estimated as follows:—

	RS.
1. Friend-in-Need Society	21,254 paid.
2. Passenger Station site	20,000
3. Do. building	2,20,000
4. Diversion of Sydenham and Lang's Garden Roads	2,000
5. Frontage Poonamallee road	70,000
6. New Road to Male Asylum	20,000
7. Enlargement of Asylum play-ground	16,632
8. Reclamation land north of the Police Commissioner's Office ...	25,000
Total...	3,94,886
Deduct recoveries { 6,250 6,800 2,800	15,850
Net...	3,79,036

3. His Excellency the Governor in Council is of opinion that it will be unnecessary to supply the place of the present Asylum Road by the new one marked in the Survey or to take up the land between it and the Police Commissioner's compound. The expenditure on these two items will amount to Rupees 46,000. His Excellency the Governor in Council is also not prepared to lay out a sum of Rupees 70,000 in widening the Poonamallee Road at the place numbered 5 in the Plan, when sufficient space may be obtained with little or no cost by a slight diversion of the line of Railway to the opposite side which would involve the surrender of only a small portion of the Penitentiary enclosure. The proposed tramway from the Salt Cotaurs to the Carnatic Goods Station should not come in at this spot, but may be more conveniently taken through Vepery and turned in a southerly direction along the new road running past the Doveton College compound and the Church Mission premises, or by Ruidall's Road.

A slight modification of the line of Railway near the Goods' Shed also appears necessary. In the Survey the line is shown as being carried along the centre of Jordan's Road and continued up to the Male Asylum Road, which is for the most part included within the station boundary. The inconvenience of closing up this road may be obviated by taking up the portion of land at the south-west corner of St. Andrew's church compound on which an out-house in now standing, and diverting the line of Railway in this direction, at the same time curtailing the station boundaries to such an extent as will leave the Male Asylum Road untouched. The inclusion of this road, while adding little to the area of the station site, would depreciate the value of house property in the vicinity, and might give rise to claims to compensation which would prove costly to settle.

A sum of Rupees 20,000 is set down as the value of the site of the Passenger Station. This land belongs to the Penitentiary and is Provincial property. Provincial Funds should accordingly be credited with the value of the ground if surrendered to the Railway Company; but no action should be taken in the matter till the details called for in paragraph 3 of G. O., No. 2,518, dated 25th October 1872, in regard to the Passenger Station Plans have been laid before Government and their orders passed thereon. The widening of the Hospital Bridge is held in abeyance pending a decision as to the elevation of the station building, and no further time should accordingly be lost in supplying the required information.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Collector of Madras.
,, Revenue Department.
,, District Engineer, Presidency.
,, Financial Department.
,, Judicial ,,
,, Consulting Engineer for Railways.
,, Officiating Controller of Public Works Accounts.
,,

Exd. S. T. Austin.

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April

Govt. of (1874) Madras

PUBLIC WORKS.

THE COLLECTOR OF MADRAS

[illegible] &c.

Dated April 15th.

Recd. *Encl.*

G. O., 15th April 1874, No. 984A.

APRIL.

Nos. 166A-166B

In C.R. N 164/77

Carnatic Railway.—Passing orders on a letter from the Collector of Madras on the subject of the land to be taken up for the Carnatic Railway and the diversions of existing roads which will be necessitated by bringing the line through the portion of the town lying between the Male Asylum premises and the site on the Passenger Station near the Penitentiary.

Proceedings of the Madras Government, Public Works Department,
27th May 1875.

No. 532. Read the following letter from Colonel [illegible] DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department (Railway,) to Colonel G. W. WALKER, R.E., Secretary [illegible] Madras, Public Works Department, (Railway) dated Simla, 7th May [illegible] No. [illegible] R.

I am directed to acknowledge the receipt of your letter, No. [illegible], dated the 8th April 1875, submitting for sanction plans [illegible] estimates [illegible] Rupees [illegible] for constructing a branch or siding on metre gauge from [illegible] station to the Salt Depôt at Homes' Gardens.

2. In reply I am to say that, if the Government of Madras is satisfied that the short branch or siding to the Salt Depôt at Homes' Gardens is desirable under any circumstances, and not merely as an alternative for connecting the South Indian Railway with the Salt Cotaur Goods Station at Madras, then the siding to Homes' Garden may be sanctioned by that Government after further consideration as to whether its cost may not be reduced by the adoption of sharper curves and steeper gradients, and in this view I am to return the plans and estimate for revision, but their resubmission is not required. It will suffice if the amount of the estimate is reported for formal sanction and registry.

No. 533. ORDER THEREON, 27th May 1875, No. 1,[illegible]80.

RAILWAY, No. 57.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O., No. [illegible]9, dated 8th April 1875.

2. The Governor in Council is satisfied that the connection between the Salt Depôt at Homes' Gardens and the Carnatic Railway at Sydapett is desirable under any circumstances, irrespective of any junction with the Madras Railway Goods Station at the Salt Cotaurs. As the Government of India, however, desire that the cost of the branch line should be reduced by the adoption of sharper curves and steeper gradients than those proposed, the plans and estimates will be returned to the Consulting Engineer for revision. The estimates provide for curves of 12, 14 and 16 chains radius, and for a maximum gradient of 1 in 250. Seeing that high speed is not a necessity on a short branch of this description reduction in cost will probably be found feasible in the direction indicated.

(True Extract.)
(Signed) J. O. HASTED, Major, R.E.,
Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways, with Plans and Estimates
„ Examiner of Railway Accounts.

Exd. S. T. Austin.
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14

Govt. of 1875 Madras.

PUBLIC WORKS.

To

The Consulting Engineer

for Railways.

&c. &c. &c.

Dated May 27th.

Issued

Recd. Encl.

G. O., 27th May 1875, No. 1,480.

MAY.

Nos. 532-533

Ind. Govt. N 164/77

Branch or siding on metre gauge from Sydapett Station to the Salt Depôt at Homes' Gardens.—The letter of the Government of India stating the circumstances under which the plans and estimates for constructing may be sanctioned, communicated with remarks to the Consulting Engineer.

Public Wo[illegible]

[illegible] 7th [illegible]

No. 161.

No. 93

FROM

COLONEL G. W. WAL[illegible]

Secretary t[illegible] Madr[illegible]

Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

RAILWAY, No. 21.

SIR,—As the supply of salt to the stations along the route of the South Indian Railway for some distance from Madras will naturally be drawn from the Presidency, His Excellency the Governor in Council considers it advisable to establish a connection, by rail between the Depôt at Homes' Gardens and the main line at Sydapett. With this view plans and estimates were called for in May 1874, which the Consulting Engineer now submits. The project, it will be observed, is estimated to cost Rupees 59,623, and I am to request the sanction of the Government of India to the expenditure of this sum from guaranteed capital, the line being worked as a branch of the South Indian Railway.

2. The papers printed with the accompanying copy of Proceedings, No. 1,421, of the 29th May 1874, afford full information as to the prospects of the salt trade in the direction indicated.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

[illegible] of 1875, [illegible]

PUBLIC WORKS.

THE [illegible] TO THE GOVERNMENT OF INDIA

Dated [illegible]

Recd [illegible] Encl.

G. O., 8th April 187[illegible], No. 930.

APRIL.

No. 161

Ind. Govt. R. N 164/77

REQUESTING sanction to the expenditure of the sum required for constructing a branch on the metre gauge from Sydapett Station to the Salt Depôt at Homes' Gardens.

Proceedings of the [illegible] Government, Public Works Department,
[illegible] April 1875.

Read the following letter from Lieutenant-Colonel J. H. [illegible] STEWART, [illegible], Consulting Engineer for Railways, to Colonel G. W. WALKER, [illegible], Secretary to Government, Public Works Department, dated Madras, 20th March 1875, No. 162:—

WITH reference to the Order of Government dated 29th [illegible], No. 1,491, I have the honor to forward plans and estimates for a branch on the metre gauge from the Sydapett Station of the Northern Extension, South Indian Railway, to the Salt Depôt [illegible] proposed is [illegible] mile [illegible] chains, and the main

2. The [illegible] line [illegible] distance of 10 chains outside the Sydapett station line is to be [illegible] with a curve of 12 chains radius, runs at the back of sidings. The [illegible] the Collector's Cutcherry, then parallel to the band of the building [illegible] distance when it crosses the Mount Road. After the Mylapore [illegible] runs at the back of the present Cutcherry passing through [illegible] near which the Salt Depôt is situated. The line for the branch has been judiciously chosen, and I understand that the Revenue Officers have been consulted with reference to the position of the terminus at the Salt Depôt.

3. The curves (of 12, 14, and 16 chains radius) are somewhat sharp, but for a short branch of this description are not considered objectionable. The gradients are favorable, the maximum being 1 in 150.

4. The total cost of the branch is estimated at Rupees 59,623, being for a length of 1 mile 28 chains at the rate of Rupees 44,165 per mile exclusive of rolling stock. Live fencing has been allowed throughout on both sides. The permanent-way is charged at Rupees 7 per lineal yard, being based on the latest contracts which are, I understand, somewhat under £9 per ton for rails.

5. Maintenance for two years as allowed in the Southern Extension estimates has been entered.

6. I recommend that the sanction of the Government of India be obtained to an expenditure of Rupees 59,623 for the construction of this branch.

ORDER THEREON, 8th April 1875, No. 929.

No. 160.

RAILWAY, No. 20.

ORDERED that the estimate, amounting to Rupees 59,623, submitted with this letter for constructing a branch on the metre gauge, from the Sydapett Station of the Northern Extension, South Indian Railway, to the Salt Depôt at Homes' Gardens, be submitted for the sanction of the Government of India.

(Here enter No. 930 dated 8th April 1875.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Revenue Department.

Exd. S. T. Austin.

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PUBLIC WORKS.

No. 11[illegible]

To

[illegible] CONSULTING ENGINEER

FOR RAILWAYS

&c. &c. &c.

Dated April 8th

Recd.

Encl.

G. O., 8th April 1875, No. 929.

APRIL.

Nos. 159-160

R: 7477
10

Ind. Govt. R. N 164/77

Branch on the metre gauge from Syda[illegible] pett Station to the Salt Depôt at Homes Gardens.—The estimate for constructing a — submitted for the sanction of the Government of India.

16

Proceedings of the Madras Government, Public Works Department,
19th June 1874.

Read the following Proceedings of the Madras Government, [illegible] Revenue Department, dated [illegible]st June 1874, No. 67[illegible]:

ABSTRACT.—[illegible] of the Carnatic Railway w[illegible] the [illegible] Depôt, Chingleput [illegible] [illegible]asters to Public Works Department Board's Proceedings submitting [illegible] letter regarding the —.

ORDER THEREON, [illegible] June 1874, No. 202.

RECORDED, with reference to G. O., No. 1,421, dated 29th May 1874.

(True Extract.)

(Signed) C. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Revenue Department.
„ Consulting Engineer for Railways.

Exd. E. C. Shunker.

In Govt. R. No 164

17

Proceedings of the Madras Government, Public Works Department,
29th May 1874.

No. 553. Read the following letter 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 [illegible] April 1874, No. [illegible]:—

IN the Proceedings of Government, dated the 13th February 1874, No. 352, His Excellency in Council called for plans and estimates of a metre gauge tramway [illegible] between the Salt Cotaurs and the Goods Station of the Carnatic Railway Company, with a view to enable the supply of salt to the stations on that line to be drawn from the depôt at the Presidency.

I had an opportunity during last month, of discussing this subject with the Railway Authorities, and have since received Mr. Betts' letter, No. 463, dated the 30th ultimo, which I do myself the honour to lay before Government for their consideration.

2. The Agent refers to an inquiry which was made during 1871 regarding the salt trade which would be likely to pass over the Carnatic Railway. He observes that the Salt Deputy Collector of Madras, in a report dated the 28th November 1871, advocated that the supply of salt for the southern districts should be drawn from the depôt at Homes' Garden, and that a tramway should be made from that depôt to join the Carnatic Railway. Mr. Betts states that the construction of a tramway from the Sydapett Station to Homes' Garden would, in his opinion, be in every way preferable to the construction of one between the Goods Terminus at Madras and the Salt Cotaurs. The former, he says, would be much shorter, would cost less, would avoid all public roads excepting the Mount Road, which it would have to cross, and could be worked with greater safety and at less cost.

3. I enclose, for the consideration of Government, a copy of the Deputy Collector's report* to which Mr. Betts alludes. I have also been in communication with the Revenue Authorities, and I learn from them that there is no doubt as to the capability of the depôt at Homes' Garden to meet all possible demands upon it after the completion of the Railway.

4. I beg to draw special attention to paragraph 7 of the Deputy Collector's report. Mr. Chentsal Rao states that when the manufacture of earth salt in the Ceded Districts is discontinued, the supply from the north will probably be unequal to the demand; and he is of opinion that before long the reserve available at the Salt Cotaurs will have to be supplemented largely from the depôt at Homes' Garden. This seems to leave no doubt that the Salt Cotaurs will be unequal to supply the additional demand for salt which will be created by the completion of the Carnatic Railway, and clearly points to the necessity of placing that line in connection with the depôt at Homes' Garden.

5. With the permission of Government, I shall therefore call upon the Agent of the Carnatic Railway Company to submit plans and estimates for the construction of a tramway between their station at Sydapett and the depôt at Homes' Garden, in place of those called for in the Proceedings of Government under

---

* No. 601, dated 28th November 1871.

way at one of the Railway sta[illegible] by rail from the stations where [illegible] think what they would do is to send their goods on stations, they would rather take [illegible] available, and if they cannot get salt at any other [illegible] to Madras to their bringing salt on their return carts [illegible] goods [illegible] carts to the places where salt is avail[illegible] the Railway [illegible] able in New[illegible]

9. I am not at all particular that the Railway line should touch [illegible] altering the course already proposed. A tramway from the [illegible] to Ho[illegible] by the Consulting Engineer, would quite answer our purpose. [illegible] Garden Depôt, [illegible] suggestion

10. With reference to the Consulting Engineer's remark, as [illegible] to the Railway from the pans where salt is produced instead of [illegible] Madras Cotaur, I beg to state, for his information, that salt stored at [illegible] produced at Covelong and Vadasamanjerry villages, which are situ[illegible] stored at the Madras Cotaur is produced in the [illegible] visions north of [illegible] far Covelong and Vadasamanjerry would lie from the intended line of [illegible] known, it may be considered whether it would be more desirable to ar[illegible] producing places in the south with the rail, or whether it [illegible] be cheaper [illegible] system of receiving salt by boats and storing at [illegible] Garden Depôt would always be cheaper. [illegible] Garden Depôt is [illegible] coast. The salt [illegible] do not know how [illegible] and when that is [illegible] connecting the salt [illegible] continue the existing [illegible] think that the latter

11. I have also heard it said that the line of the Carnatic Railway instead [illegible] straight through Chingleput and Madrantakum, is to pass through somewhere about eight miles from Cheyur; if so, I think it would be desirable to connect Cheyur with the rail. Then the connection with the rail of the Homes' Garden Depôt would not be of much importance, since Cheyur produces the best salt, and the supply there can meet any amount of demands, and the distribution can be more easily and cheaply effected from that place.

No. 554. ORDER THEREON, 29th May 1874, No. 1,421.

RAILWAY, No. 67.

UNDER the circumstances explained in these papers His Excellency the Governor in Council approves of the alternative proposal for connecting the Salt Depôt at Homes' Garden with the Sydapet Station of the Carnatic Railway by means of a tramway on the metre gauge, and will await the receipt of plan and estimates.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Revenue Department.

Exd. S. T. Austin.

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project was

refers to the [illegible] Dept. of 1874, Madras.

[illegible] the

PUBLIC WORKS.

[illegible] CONSULTING ENGINEER

Gov [illegible]

FOR RAILWAYS.

&c., &c., &c.

Dated May 29th.

Recd. Encl.

G. O., 29th May 1874, No. 1,421.

MAY

Nos. 553-554

In G.O.R. N 164/77

Carnatic Railway. — The alternative proposal for connecting the Salt Depôt at Homes' Garden with the Sydapet Station of the Carnatic Railway by means of a tramway on the metre gauge, approved, the receipt of plan and estimates awaited.

[illegible] Revenue [illegible] 1502

[illegible] Department

54 [illegible] the Bo[illegible]

O[illegible] [illegible] has been instructed to re[illegible] [illegible] to Govt. [illegible] the [illegible] be good enough to refer to the Board of Revenue the question whether in the event of the junction canal being completed it would be desirable to remove the Salt Depot at Home's Gardens to the Cotaurs near Black town; in which case the South Indian Branch Railway from the Sydapett Station sanctioned in G.O. No 2353 dated 16th August 75 would be unnecessary. It would appear from the Statement printed with G.O. No. 2799 dated 10th Octr 1876 that up to June 1876 no expenditure had been incurred on the work. The papers recorded with G.O. No 1421 dated 29th May 1874 explain in detail the grounds on which the project was [illegible]thorized.

A file of papers to be[illegible] on the Subject accompanies the [illegible].

9th January 1877.

Secretary to Govt [illegible] Revenue Dept.

with G O 13-2-74 - 353 P W D
" — 15-4 — " — 984 A.
" — 27-5 — " — 1421 — " —
" — 19-6 — " — 202 — " —
" — 8-4 — /76 - 929 & 930
" — 27-5 — " — 1480 — "
" — 16-8 — " — 2355-2356
" — 21-9 — " — 2737 — "
" — 18-10 — " — 2799 — "

Revenue 1877 Depart
No 271

Memo
From The Secretary
Govnt P W Dep
D/ 9th Janry/77 No 5
Removing of Salt Dep
at Homes Garden to
Salt Cotaurs -

G O 2-2-77 No 502

Transferred to the Bd
of Revenue

Revenue Department
502
21

Proceedings of the Board of Revenue

No [illegible] 26th January 1877

Read endorsement by the Secretary
to Government Revenue Department
on Memorandum by the Secretary
to Government Department of
Public Works dated 9th January
1877 on the question of the removal of the Salt Depôt
at Homes Gardens to the
Cotaurs near Black Town
in the event of the completion
of the junction Canal

The Board do not consider
that the Homes Gardens Depôt
sho

should be abolished even if the junction Canal be completed it being the natural base from which to supply with salt the southern and Western parts of the Chingleput District including the towns of Chingleput and Conjeveram. The South Indian Railway is not connected with the Salt Cotaurs and the correspondence embodied in G. O. dated 29 May 1874, 1421 shows that the construction of a tramway from Sydapet to Hornes Gardens is preferable to the construction of one between the goods terminus and the Cotrs. The increased risk of Salt thefts which would be incurred by the conveyance of salt in large quantities through the populous District traversed by the junction Canal is also a consideration in determining the point which must not be overlooked.

True Extract,

Ag Sub Secretary

To
The Secretary to Government
Revenue Department
with a file of Govt orders returned

REVENUE DEPARTMENT.

No. 724

m Bd. of Rev. Dated 20 January 1877.

FOR ORDERS.

The Board's Proceedings is unaccompanied by a statement of the charges of the Hunsur Garden Establishment or the finances of the Depot generally. I would call for this.

I am myself strongly opposed to incurring the expense & inconvenience of connecting the Hunsur Garden Depot with the Railway until the Canal

Canal now in progress is complete and the question whether the Chinglepnt. Rail will be continued permanently to the neighbourhood of the Penitentiary is settled; if it be extended that reach of the river would be the proper loading place for Southern Salt

Eft 120

FOR ORDERS.

Proposal to abolish the Salt Depôt at Horne's Gardens in [illegible] Dt.

Sep. Rev. Salt No 31 / Order No 502

His Grace the Gov. in Council observes that the B. of R's Proceedings is unaccompanied by a statement of the charges of the Horne's Gardens Establishment or of the Finances of the Depôt generally –

Before disposing of this question H. G. the Gov. requests the above information

3 February /77 2.2.77

14 To B. of Revenue [illegible] 22-2-77 ✓

21 B. M. Dept ✓