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Revenue Department

Minutes of Consultation

1st June 1858

Back Vol 76 & 77

Order No 7243 31st May 1858

Wm. A. R.

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Fort Saint George, Revenue Consultation of 1st June 1858.

No. 76. Read the following Extract from the Minutes of Consultation in the Financial Railway Department, under date the 20th April 1858, No. 197.

Read the following letter from Captain C. C. JOHNSTON, Officiating Consulting Engineer for Railways; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 9th April 1858, No. 87.

SIR,

I have the honor to submit, for the information of Government, the following Report on my late inspection of the Line of Railway, from Vellore to the Western Terminus at Beypoor.

2. From the Progress Report for October 1857, which was the last I had an opportunity of seeing before leaving Madras, I was surprised to find the Masonry works on the portion of the line between Vellore and the Goriattum Station, in District IV. in so forward a state.

3. Of the entire number* of 99—92 had been completed, of the remaining 7—4 were likely to be completed by the 20th of February, and the other 3, by the 20th of March. The Permanent Way had been laid for the whole distance of 14½ miles, with the exception of about 1 mile in all, including the gaps where the Masonry works were incomplete; and the ballasting may have been completed without difficulty by the end of March.

4. At the Goriattum Station, the temporary building for passengers, a wooden one, was expected to be finished by the end of February, and the Goods' Shed and Salt Godown by the middle of April; but allowing a margin for probable delays, there is every certainty of the line being fairly opened for traffic by the 1st of May.

5. Every exertion is being made to forward the construction of the Goriattum (1) and Palaar (2) bridges, but from the difficulty of getting in the foundations, the soil not admitting of well being sunk, they are not I think likely to be completed much before the monsoon of 1859.

6. The opening of the line to Salem will in fact be determined by these bridges, for, as far as I could judge from the progress made, and from the information obligingly given me by the several Railway Officers, the entire works between Goriattum and Salem, with the exception of a heavy rock cutting through the Moroor Pass, are likely to be finished, and ready to receive the Permanent Way by the end of this year.

7. Should the season prove healthy and labor continue to be abundant, Mr. Beattie feels satisfied that the work on the Pass will be completed by June 1859, so that no delay in the opening of the line will be occasioned on that account.

8. On District V. about ¼th of the Earthwork remained to be done, of the 83 Masonry works, 29 had been built, and Mr. Collins attributes the backward state of the works, to the difficulty which has always been experienced in procuring a sufficient amount of labor.

9. On district VI. the Earthwork is nearly completed, and of the 87 Masonry works, 49 have been built. The whole of the works in this District are likely to be completed by February next.

10. On District VII. of the total number of Masonry works 73, 53 have been completed; of the remaining 20, 18 have been built up to the springing of the Arches, and the whole will be finished by the end of the year. The Earthwork is likely to be finished by September next. The Shamulputty and Morapoor Stations, and the Goods' Sheds, may be got ready by April 1859.

11. On District VIII. of the 86 Masonry works, 63 have been completed, and the remaining 23 are likely to be so by April 1859.

Owing to the Moroor Pass, June 1859, is given as the latest date for completing this portion of the line in Earthwork and cuttings.

The Mullapooram Station will probably be finished by the end of this year.

12. On District IX. to the Salem Station, the 26 Masonry works, with the whole of the

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செப்பலியைப் பெய : ஸா. விஜயலக்ஷ்மி
8/08

செப்பலியைத் தாக்க எடுத்துக் கொள்ளப்பட்ட நாள் : 9/08

25/10/08
சுப்பிரகந்தம்
மகன் குறிப்பாக

20/10/08
சுப்பிரகந்தம்
2ம் குறிப்பாக
கையொப்பம்

25/10/08
சுப்பிரகந்தம்
உதவியாளர்
கையொப்பம்

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Earthwork, are likely to be finished by the end of the year, and the Station buildings, if commenced soon, may be finished by April 1859.

13. Between Salem, or rather Sooramungalum, the Station near that Town and the Cauvery, about 1 mile beyond District X. the Embankments are nearly finished, and the cuttings also, as far as Earthwork is concerned, the rock still remaining to be removed in many places. On this section of the line the Masonry works, which are all small, were about to be commenced, a great portion of the materials for them having been collected.

14. The progress made during the last few months in the work at the Cauvery* bridge, is very satisfactory, and Mr. Bryce is sanguine of getting in all the foundations with the exception of four, this season.

* Under the superintendence of Mr. French. 15. The structure with stone arches would have been a very handsome one, but there is no doubt from the hard description of granite which is being used, that to build them would be a work of time, and a very expensive undertaking. On these considerations, and there being no good soil for brick-making near the site of the work, the substitution of the wrought iron girders proposed by Mr. Heppel, and which I conclude will receive the sanction of the Home Authorities, to whom the question has been referred, is a desirable arrangement.

16. On the first Section of District XI, the Masonry works are well advanced, and the Earthwork is nearly completed throughout.

17. On District XII. work was only commenced in the month of July 1857, the Embankments, however, are nearly completed. Considerable progress has been made in the cuttings, and materials for the Masonry works are in course of preparation.

18. District XIII. with a few very trifling exceptions is completed, and ready to receive the Permanent Way. The Aloe, milkhedge and Cactus fences are most perfect, and the side slopes are well covered with vegetation. The Castor-oil plant is grown on them to a great extent, and Mr. Ross informed me, that he turns the oil to good account in the Workshops.

19. On District XIV. of the 108 Masonry works, 32 have been built, and 12 are in progress, and of the Earthwork rather more than one half is completed.

20. The Masonry works in these Districts XIII. and XIV. as in those marginally noted, and indeed with very few exceptions throughout the entire line, are remarkable for the excellent quality of their materials, and style of building. The work is carried on quite independent of the Contract system, which in the earlier stages of the Railway proceedings, obtained to a great extent, and the result is a most marked improvement in the buildings over those generally on the open portion of the line.

21. On the time of completion of the Cauvery bridge will depend the opening of the line to Beypoor, and should it happen that the whole of the foundations are got in this year, the superstructure with girders is likely, Mr. Bryce informed me, to be finished by July 1859. In this case, we may expect to see the communication from Coast to Coast open by the end of that year. On the other hand, should the Cauvery freshes come down this season before all the foundations of the Bridge are in, the opening of the Line will probably be delayed for another 3 or 4 months or till the 1st May 1860.

22. I had much interesting conversation with Mr. Ross, respecting his operations in cutting and procuring timber from the Walliaur and Annamullay Forests, and I am satisfied that with an efficient establishment and funds at his disposal for forming roads, his services would prove of the greatest value in supplying Sleepers to any extent that may be required for the seven Districts to the West of the Cauvery.

23. Authority might be given to Mr. Ross, should the Agent and Manager approve of the arrangement, to carry on his operations in direct communication with the Conservator of Forests and it would be advisable that he should be relieved from some portion of his present charge.

24. As Palghant, where there are extensive Workshops, would be Mr. Ross' head quarters, he might probably spare time to supervise generally the works on District XIV. District XIII.,

Fort Saint George, Revenue Consultation of 1st June 1858.

as before observed, is nearly complete, and District XV. the 1st Section of which is also nearly complete, might be made over to Mr. Lovell, who at present has charge of Districts XVI. and XVII.

25. With a Superintendent working in the Cotaputty Forest, as recommended in my letter No. 398, dated 27th November 1857, and Mr. Ross, in the Walliaur and Annamullay Forests, there is every reason to suppose that the Railway will be supplied with abundance of excellent sleepers, and at a price, considerably below what has hitherto been paid for them.

26. I accompanied Mr. Ross to the Forest at the base of the Walliaur range of hills. The furthest point from which he is at present cutting timber is about 4 miles from the Walliaur Travellers' Bungalow. The trees as yet felled, the Maroodoo Murum only, are cut up into logs of 10 feet in length, and are conveyed away on Carts without any great difficulty in dry weather, but after rain the Cart track, through the bamboo Jungle, would be quite impassable. It would pay well to improve and extend this road.

27. There are a great number of very fine Vellay Naga trees, a wood not in the Sleeper specification, but one that promises to answer well, Mr. Ross has tried the wood in various ways, and considers that it would do so, and Dr. Cleghorn, I understood, is of the same opinion.

28. The Karamaroodoo, probably one of the best woods in the country, the Natives informed us, is to be found in abundance on the sides of the hills, but without a made road to near their site, it would be useless to cut them. We also saw some fine trees of the Elooppa murum.

29. From the Annamullays the timber is carted from a distance of 44 miles, 1½ Rupee is paid for a tree, and the cost of each Sleeper, including carting and dressing, is not more at present than Rupees 1-10-0.

30. With an efficient establishment then, and funds at Mr. Ross' disposal, I am satisfied, having now seen what has already been done, that if arrangements are made at an early date, and on an extensive scale, there will be no further complaints of the difficulty of procuring Sleepers.

31. I have before observed, that there is every hope of the Line to Salem being opened before the Monsoon of 1859. The timely supply of Sleepers to that portion of it therefore, is of the greatest consequence, and I trust, whatever arrangements may be determined on for working the Forests, they may be entered into without delay.

32. On the first Section of District XV., above ¾ds of the Masonry works, with nearly the whole of the Earthwork and ballasting have been completed. On the 2nd Section the fair Survey has not yet been sent in, and as some little time may be required to complete it, Mr. Ross, at my suggestion, has submitted a skeleton Survey which will be sufficient to enable the Collector of Malabar, to make over the required extent of land, it being very desirable that no further delay should take place in commencing work.

33. Mr. Coe having but little work remaining on the first Section of his District, will be obliged, if operations are not commenced soon on the 2nd Section, to dismiss his labourers, and there may be some difficulty in collecting them again.

34. On District XVI. and XVII, the Earthwork is nearly complete, on the former about ½ the Masonry works are finished, and on the latter about ¾d, with 7 miles of Permanent Way laid. The three temporary bridges, the Thoota in District XVI. and the Teroor and Kudulhoondy in District XVII. will be the latest works, but Mr. Lovell hopes to have them ready by May 1859.

35. I examined the Beypoor harbour, in company with Mr. Lovell, who took several Lines of soundings. The formation of a good harbour for boats and small Pattimars, drawing from 6 to 7 feet of water, appears to be feasible at a small outlay.

36. The arrangement proposed by Mr. Lovell is to strengthen a reef of rock and sand stretching from the beach to a small Island, about ¼ of a mile out, thus altogether closing the North end of the proposed harbour. A connection is then to be formed from the Island to several rocks, or rather to a reef of rocks (the large rocks of which only appear above water) extending for about ½ a mile down the Coast, leaving an entrance at the South end only.

37. Between the reef and shore, the soundings taken at nearly high water showed a depth of 9 feet over a considerable extent, increasing immediately beyond the Southern extremity of the reef to 11-12 and 14 feet, about 1 mile from the shore, the depth was 20 feet.

Fort Saint George, Revenue Consultation of 1st June 1858.

38. The reef spoken of as stretching from the shore to the Island is, at this season, above water at low tide and notwithstanding the strong current setting down the coast, there is no appearance of any deposit either inside, or South of the proposed harbour, the bottom generally on either side of the reef is a blue mud, offering excellent holding ground for anchors.

39. Ships of large size might ride I believe with safety on this coast, from early in September to the end of March, so that there is every encouragement for the formation of a harbour Wharves, and all appliances for landing Goods may be carried if necessary the whole length of it and I have no doubt with such conveniences, and the Rail at hand, that Beypore would soon become a place of considerable Commercial importance.

40. Mr. Lovell, who I believe has had much experience in harbour works, is of opinion that by extending the reef to the South and throwing out a groin from the beach, anchorage may be secured for vessels drawing as much as 10 feet of water. It is very desirable that Mr Lovell should be placed in possession of the several Reports and Surveys called for in Extract Minutes of Consultation, No. 35, dated 18th January 1858, from the Public Works Department, but which have not yet been furnished.

41. The several Workshop Establishments, which I inspected, appear to be well conducted, and to be doing a large amount of useful business. Of the two Locomotive Engines landed at Beypore, one has been sent round to the mouth of the Ponany River to be taken up during the freshes to Wottapolliam in District XV., and the other is being fitted up at Beypore. With these two Engines at work some months hence to carry forward the material, the laying of the Permanent Way is likely to be carried on with great expedition.

42. I have merely further to observe, that the progress of the works generally throughout the line is most satisfactory, and that the Engineers, one and all show the greatest interest in the undertaking. They were most ready to give me every possible information I could require, and I consider that the Railway Company have much reason to congratulate themselves in having secured the services of so efficient a body of Executives.

Captain Johnston having returned from his tour of Inspection of the Line of Railway from Vellore to Beypore, submits the foregoing report.

2. *Paras. 1 to 21.* If no unforeseen accidents or impediments occur, it is confidently expected that the Line will be open from coast to coast by the close of the year 1859. The principal obstacles present themselves with reference to the bridging. The *Goriattum* and *Palaur* bridges, upon which the opening of the line to *Salem* depends, will not be completed much before the Monsoon of 1859, and the bridge over the *Cauvery* has been delayed by the hardness of the granite used and from the absence of a good soil in the vicinity for brick-making, so much so that the present Chief Engineer has indented on England for a supply of wrought iron girders in substitution for Masonry arches.

3. *Paras. 22 to 31.* Refer to the question of supplying the Railway with Sleepers from the *Walliaur* and *Annamully* Forests. Captain Johnston recommends that the Railway Officials should carry on their operations in direct communication with the Conservator of Forests. These paras. will be referred to the Revenue Department, in continuation of Extract Minutes of Consultation in this Department No. 42, dated 22nd January last.

4. *Paras. 35 to 40.* Here the Acting Consulting Engineer gives a very encouraging description of the harbour of *Beypore*, as regards the facilities for rendering it in every way suitable to the important ends in view. It is observed that the Railway authorities have not yet been supplied from the Public Works Department with the plans and surveys which Government directed should be furnished in Extract Minutes of Consultation, No. 35 of the 18th January 1858.

5. *Para. 41.* The several Workshops are reported to be in excellent order.

6. Government have derived much gratification from the concluding observations of Captain Johnston, on the zeal and ability displayed by the several Engineers of the Railway Company.

(Signed) T. PYCROFT,
Chief Secretary.

Fort Saint George, Revenue Consultation of 1st June 1858.

No. 77.

ORDER THEREON, No. 724; dated 31st May 1858.

Ordered that the foregoing Extract be communicated to the Conservator of Forests, and that his attention be called to para. 3 of Captain Johnston's report, in order that he may render his assistance to the Railway officials in procuring timber from the *Walliaur* and *Annamully* Forests. The Government observe that the subject relating to the project of working the *Salem* and *North Arcot* Forests by means of the Conservancy Establishment referred to in Extract Minutes Consultation in the Financial Railway Department, No. 42, dated 22nd January last, was disposed of on 29th March in the same Department, and a communication made to the Conservator of Forests with Extract Minutes Consultation dated 28th April 1858, in the Revenue Department.

(Signed) W. H. BAYLEY,
Acting Secretary to Government.

Extract from the Minutes of Consultation under date the 20th April 1858.

Read the following letter from Captain C. C. JOHNSTON, Officiating Consulting Engineer for Railways; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 9th April 1858, No. 87.

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3. Of the entire number* of 99—92 had been completed, of the remaining 7—4 were likely to be completed by the 20th of February, and the other 3, by the 20th of March. The Permanent Way had been laid for the whole distance of 14½ miles, with the exception of about 1 mile in all, including the gaps where the Masonry works were incomplete; and the ballasting may have been completed without difficulty by the end of March.

4. At the Goriattum Station, the temporary building for passengers, a wooden one, was expected to be finished by the end of February, and the Goods' Shed and Salt Godown by the middle of April; but allowing a margin for probable delays, there is every certainty of the line being fairly opened for traffic by the 1st of May.

5. Every exertion is being made to forward the construction of the Goriattum (1) and Palaar (2) bridges, but from the difficulty of getting in the foundations, the soil not admitting of wells being sunk, they are not I think likely to be completed much before the Monsoon of 1859.

6. The opening of the line to Salem will in fact be determined by these bridges, for, as far as I could judge from the progress made, and from the information obligingly given me by the several Railway Officers, the entire works between Goriattum and Salem, with the exception of a heavy rock cutting through the Moroor Pass, are likely to be finished, and ready to receive the Permanent Way by the end of this year.

7. Should the season prove healthy and labor continue to be abundant, Mr. Beattie, feels satisfied that the work on the Pass will be completed by June 1859, so that no delay in the opening of the line will be occasioned on that account.

8. On District V about ¼th of the Earthwork remained to be done, of the 83 Masonry works, 29 had been built, and Mr. Collins attributes the backward state of the works, to the difficulty which has always been experienced in procuring a sufficient amount of labor.

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Captain Johnston having returned from his tour of Inspection of the Line of Railway from Fellore to Beypoor, submits the foregoing report.

2. Paras: 1 at 21. If no unforeseen accidents or impediments occur, it is confidently expected that the Line will be open from coast to coast by the close of the year 1859. The principal obstacles present themselves with reference to the bridging. The *Goriattum* and *Palaur* bridges, upon which the opening of the line to *Salem* depends, will not be completed much before the Monsoon of 1859, and the bridge over the *Cauvery* has been delayed by the hardness of the granite used and from the absence of a good soil in the vicinity for brick-making, so much so that the present Chief Engineer has indented on England for a supply of wrought iron girders in substitution for Masonry arches.

3. Paras: 22 at 31. Refer to the question of supplying the Railway with Sleepers from the *Walliaur* and *Annamullay* Forests. Captain Johnston recommends that the Railway Officials should carry on their operations in direct communication with the Conservator of Forests. These paras: will be referred to the Revenue Department, in continuation of Extract Minutes of Consultation in this Department, No. 42, dated 22nd January last.

4. Paras: 35 to 40. Here the Acting Consulting Engineer gives a very encouraging description of the harbour of *Beypoor*, as regards the facilities for rendering it in every way suitable to the important ends in view. It is observed that the Railway authorities have not yet been supplied from the Public Works Department with the plans and surveys which Government directed should be furnished in Extract Minutes of Consultation, No. 35 of the 18th January 1858.

5. Para: 41. The several Workshops are reported to be in excellent order.

6. Government have derived much gratification from the concluding observations of Captain Johnston, on the zeal and ability displayed by the several Engineers of the Railway Company.

(True Extract and Copy.)

[Signature]
Chief Secretary.

To the Officiating Consulting Engineer for Railways.
„ Revenue Department.
„ Public Works Department.

Exd. F. Cartledge.

working

8
724

R.D.

724.

Extract from the Minutes of Consultation
Under date the 31st May 1858.

Read the following Extract
from the Minutes of Consultation
in the Financial Railway
Department.

(Here enter 20th April 1858 & 19th.)

Ordered that the
foregoing Extract be com-
municated to the Conserva-
tor of Forests; and that his
attention be called to para 3
of the above Extract. ^{Capt. Johnston's Report in relation}
that he ^{will} render his assistance to
the Railway officials ⁱⁿ for
procuring timber from the
Wallian and Annamulloy
Forests. The Government
observe that the subject re-
lating to the project of
working

H
W. H.

Bound 16th 1858/59 1051453
" 19th 1858/59 13414
" 20th 1858/59 33635
" 21st 1858/59 44

724

626

Extract from the Minutes
of Consultation in the Financial
Railway Department

20th April 1858

20th April 1858

Regarding one the late minutes
of the Consulting Committee
concerning the Financial Railway
Department, from 1858 to the
present time, it is observed that the
Railway Department should carry
on their work in direct
communication with the Com-
missioner of Forests, in regard
to the question of supplying the
Railway with timber from the
Wallian and Annamulloy
Forests.

726

27 May 1858

working the Salem and
North West Forests by
means of the Conservancy
Establishment referred to in
Extract Minutes Consulta-
tion in the Financial and
Railway Department dated
22nd January last, in
~~the continuation of which the~~
~~order above recorded was~~
~~forwarded, has been~~ ^{was} ~~dispos-~~
~~ed of on 29th March in the~~
~~same Department~~ ^{and} ~~which~~
~~has been~~ ^{made} ~~communicated~~ ^{to the}
Conservator of Forests with
Extract Minutes Consulta-
tion dated 28th April 1858
in the Revenue Department.

[Signature]
C. P. [Signature]
3rd Feb. 1859

1869
2/22

26/11/1869
11/11/1869

Review 1858
J. H. G. 1858
of 1858
Extract from the
J. H. G. 1858

1864/77

Commencing to the con-
-struction of the Great West-
-ern of London in the summer
of 1858 and calling his attention
to the 3 of 1858 and the
Report in order that he may
render his assistance to the
Railway Officials in pro-
-ceeding to the West-
-ern and the London
-London.

1864/77
1864/77

1864/77