

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	741	Press Mfr.
467-70		
Dated	18 th March	1869

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
18th March 1869.*

No. 469. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Revenue Department, Fort St. George, dated Madras, 22nd February 1869, No. 88 :—

1. In acknowledging receipt of the Order of Government, dated the 12th instant, No. 372, I regret to observe that it reached this Office some days after my departure for the inspection of the North-West Line of the Madras Railway, and that I did not see it till my return on the 17th instant.

2. My tour of inspection did not on this occasion extend so far as Goondacul, but the Government will perhaps consider this to be of less importance, inasmuch as the Village and Well of Timmancherla, to which the Collector of Bellary alludes, were last year inspected by me in the Agent's company.

3. My opinion is, that although the inconvenience to which the inhabitants of Timmancherla have been subjected by the construction of the Railway is not so great as is represented by the Collector, they still have some degree of right on their side in the claim which they have brought against the Company.

4. Annexed are copies of letters* which have passed between myself and the Agent. The Government will observe

* To the Agent, No. 61, 18th February 1869.
From the Agent, No. 64, 19th " "

that I recommended the Agent to accept the terms proposed by Mr. Sullivan, so that that gentleman is scarcely borne out by facts in stating that I had endorsed the opinion of the Chief Engineer, ridiculing his proposal. Mr. Elwin, it will be observed, is still of opinion that the Company is under no obligation to give any compensation to the villagers, and the Chief Engineer states that he considers it highly improbable that there will ever be an accumulation of flood waters sufficient to impede the crossing of foot passengers beneath the bridge. I took an opportunity two days ago to discuss the matter with the Agent and the Chief Engineer. They adhered to their previously expressed opinions, but said that they would willingly construct a raised foot-path beneath the bridge for the benefit of the villagers.

5. I am still of opinion that some slight compensation is due from the Company. I deprecate their being called on to provide an additional accommodation bridge for the sole use of the village, but I think that the terms last proposed by the Collector, consisting in the payment, by the Company, to the villagers of the sum of Rupees 1,000 to cover the cost of forming a new well, and in the loan of tools for the same purpose, are by no means exorbitant.

6. The correspondence and the plan which accompanied the order of Government under reply, are herewith returned.

No. 470. ORDER THEREON, 18th March 1869, No. 741.

Miscellaneous.

1. The Government concur with the Collector and Consulting Engineer in considering that the villagers of Timmancherla have a fair claim to the compensation proposed. Probably, it would be found more convenient to pay a somewhat larger sum than Rupees 1,000 for the

*Proceedings of the Madras Government, Revenue Department,
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construction of the new well instead of obtaining a loan of the necessary tools for the villagers.

2. The necessary orders will, however, be issued in the Public Works Department.

(True Extract.)

(Signed) R. A. DALYELL,

Acting Secretary to Government.

To the Consulting Engineer for Railways
in the Public Works Department,
the Board of Revenue.

1869. 18th March.

Railway Department

Comm. Engrs Office

N^o 61

Agent and Manager

Madras Railway Company

Referring to my letter of the 31st December 1868, N^o 487, and to your reply of the 5th ultimo, N^o 3, I have the honor to enclose a copy of the order of Government in the Revenue Department N^o 372, dated the 1st instant, in which I am requested to inspect the well at Timmanacharla in your company, and to report my opinion on the claims put forward by the villagers. It is unfortunate that the order in question was not received in this office until the 15th instant, so that I did not see it till after my return to Madras yesterday.

The visit however which I had the pleasure of making to Timmanacharla

Dist. of 1860 20111111

REVENUE.

THE CONSULTING ENGINEER

FOR RAILWAYS

Secy. to Govt.

Dated March, 1869.

Recd.

Encl.

G. O. 15th March 1869, No. 711

MARCH.

NO. 469-470.

Well near Coondam Railway Station in Bellary District.—Passing orders with reference to the claim of the villagers to compensation for the construction of a new one.

Commenced a year ago in your company
was sufficient to convince me that the villagers
have some degree of right on their side in the
claim which they have brought against the
Company. You must bear in mind not
only that the vertical distance of the villagers
from their well has been considerably increased
by the construction of the railway, but also
that the bridge beneath which it is in-
tended for them to pass to and from the
well receives the drainage of the surrounding
and that after a heavy fall of rain they
will be practically cut off from the well.

3 Under the circumstances I
think they are entitled to some considera-
tion; and though I should have been
sorry to see the Company put to the
expense of constructing an accommodation
bridge opposite the well, the alternative
arrangement suggested by the collector
is in my opinion not disproportioned to
the

the just claims of the villagers. That ar-
rangement, as you will remember, consists
in the payment by the Company to the
villagers of the sum of Rs 1000 to cover the
cost of forming a new well to the south of
the railway, and in the loan of tools for the
same purpose. I have already given you my
opinion that the Company would do well
in accepting the terms proposed by Mr
Sullivan.

Sub. No. 12419
26th Dec 1868.

4 I trust that, upon reconsideration,
you will see cause to modify your view of the
case, and that you will enable me to report
to Government that the arrangement suggested
by the collector has been agreed to.

5 Requesting the favour of an early
reply,

C. Macdonald
17th February
1869

I have &c
Signed J. Macdonald Esq. Major M.C.
Com. Engrs. for Railways

True copy

Macdonald Esq. Major M.C.
Com. Engrs. for Railways

No 66

Madras Railway Co.
Agent and Manager
office
Madras 19th February 1869.

To

The Consulting Engineer
for Railways

Sir,

I have the honour to acknowledge the receipt of your letter of the 18th Instant No 61, enclosing copy of Order of Government in the Revenue Department No 372 dated the 12th Instant arising out of the claim preferred by the village of Timmuncherla.

2 During my recent inspection of the works on the North-West Line, my attention was specially directed by the Chief Engineer and his Deputy to the access to the well afforded by means of the Bridge (a 20 feet girder opening) which was specially constructed to afford accommodation to the occupants of the village of Timmuncherla, and

Rev-567/69
1
Done at Madras 19th Feb 1869

I satisfied myself on the ground that the claim which had been put forward by the inhabitants, and which unfortunately received the countenance of the Collector, could not be justified. In talking the matter over with you at Ghooty on Sunday last I understood you to say that Lieutenant Colonel Pendergast, who had specially visited the locality, concurred with the Revenue Officer that no compensation grounds for compensation, or agreement, had been made out.

On receipt of your letter this morning, I referred it to the Chief Engineer for an expression of his opinion as to the effect of the drainage through the Bridge and now beg to solicit your attention to Mr. Wessford Anderson's reply, from which it will be seen that he

does

does not anticipate that access to the well is likely to be even temporarily stopped by floods during the rains. He adds "the Bridge provided at 17 miles 75 chains" (a 20 foot gender opening) was designed "to afford provision for a road, as well as watering for a Kullit, and to this end was made of such a size as to render any accumulation of flood water likely to impede the crossing of foot passengers a very improbable contingency."

4. In constructing Railways which are intended for the benefit of the Community at large, inconvenience must of necessity be occasioned to some, but when it is shown, as in the case of the well at Timmunchela, that the villagers have only to walk a quarter of a mile to obtain a good supply of water (and

the

the well in question happens to be an ex-
=ceedingly good one) I cannot think that
they have any real grievance especially
where it is remembered the miles natives
are willing to travel, to secure good
water.

5. Under these circumstances
I will ask you to be good enough to
refer the matter again for the considera-
tion of Government.

Yours &c

(Signed) R. B. Elwin
Agent & Manager

(True Copy)

Montgomery Major R. B.

Cons. Eng. for Railways

Recd. 10. 6. 69

10. 6. 69

Madras Railway Company
Chief Engineer's Office
Madras 17th February 1869

Dear Sir,

Consulting Engineer's Letter 1961,
of 13th Instant.

It is unfortunate that the
Proceedings of the Madras Government,
Revenue Department, 12th February 1869,
recommending that the well should be
repaired, have not been received prior
to Mr. Major R. B. Elwin's late visit to the
North-Madras Division, as it felt just to announce
that had he visited the well & found it
at all unworkable he would have agreed
with me in thinking that the villagers
have no valid grievance against the Railway
Company. I believe that the Deputy
Consulting Engineer Colonel Pringle
was of this opinion when he saw the place
on his late tour of inspection.

2. Do not anticipate that access
to the well is likely to be even temporarily
stopped by floods during the rains.
The

The bridge provided at 17 Nos. 45 Cus (1000 feet girder opening) was designed to afford provision for a road as well as watering for a Kullah; and to this end was made of such a size as to render any accumulation of flood water, likely to impede the crossing of foot passengers a very improbable contingency.

3. I must continue to repeat my opinion that the accommodation provided for the village is not sufficient to be considered ample.

I am, Sir, very respectfully,
 Yours, &c.
 The Agent and Manager.

1. True copy
 (Signed) M. B. Colman
 Agent and Manager.

1. True copy
 M. B. Colman
 Comm. Engr. for Railways

New 1807/69
 No. 1807/69

P.D.

Memo on N^o 564
 for orders

These papers relate to a claim preferred by the villagers of Timmauchola, near the Gomtaceil Railway Station, Bellary Dist., against the Railway Co. on account of a well the access to which has been cut off by a Railway embankment.

1807 No. 29 Jan'y/69, # 600.

see last page

In forwarding to the Board of Revenue the correspondence between himself and the Consulting Engineer, the Collector suggested that either an opening be made in the

the embankment to afford the villagers direct access to the well, or that another well be constructed on the village side of the embankment at the Company's cost, but both courses were objected to by the Railway Agent, who considers that a sufficiently convenient access to the well is given through the arches of a bridge some way down the line. The Board in submitting the matter to Govt. recommended that the Railway Company be required to pay the villagers Rs 1000 for the cost of digging a new well, & to give them the loan of instruments for the purpose.

The Consulting Engineer who was requested to report his opinion on the

G. O. 12 Feb. 1869 N. 372.

the claim states that he did not proceed so far as Gomtala in his last tour, as the order was received in his office after he had left the Presidency, but remarks that he visited Jimmanchola in company with the Agent during the past year, and that he considers that the villagers should have some compensation at this their grievance is not so serious as represented, and he considers the Collector's proposal reasonable.

The Railway Agent notices that the bridge above referred to is 20 feet wider opening, was specially constructed to afford accommodation to the occupants of the village & that the openings under it are never likely to become

