

Financial (1897) Department.

ORDINARY MS.

G.O., No. 804

Dated 28-9-97

INDEXED.

10/10

30/9

[Despatch Abstract.]

Comm^d to the Collector of
Coimbatore letter from the Postmaster
General stating that it is not
desirable to interfere with the
existing postal arrangements at
Kollegal, Coimbatore district

PRINTED IN G.O., dated

7 May 1898, No. 428

T 3019/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
3952/97							
1050/98							
1077/98							

Financial Local & Munl. (1897) Department.



Endorsement N° 17227/14^{august} 1897. CURRENT No. 2461

Referred to the Post-master General for ^{forward} ~~report~~ remarks

Cmb (By Order)

Richards

Chief

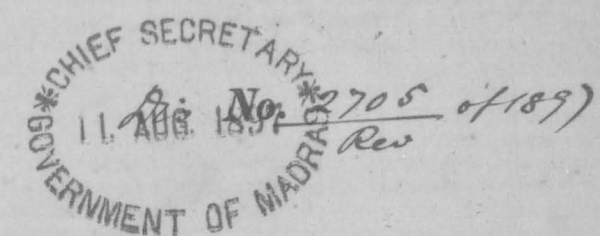
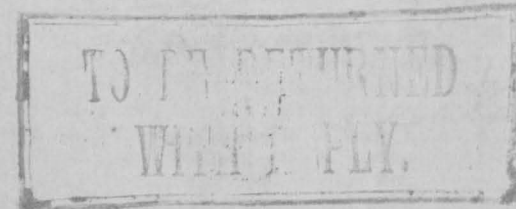
Asst. Under Secretary. From

Cmb 12/8/97

Print

The Collector of Coimbatore

Order.



Dated 7th August 1897

Received 11-8-97

Registered

Enclosures 3

Spare copies

SUBJECT.

Forwarding for orders a memorial presented by the inhabitants of Kollagal regarding the present Postal arrangements.

BACK PAPER

G.O.	No.	Department

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Dis No. 2705 of 1897
Rev

Coimbatore DISTRICT COLLECTOR'S OFFICE,

Dated 7 August 1897.

FROM

CURRENT NO 2467
Herbert Bradley Esquire
COLLECTOR OF THE
Coimbatore DISTRICT,

TO

Chief
THE SECRETARY TO GOVERNMENT,
Financial DEPARTMENT,
Madras.

SIR,

I have the honor to forward for the orders of Government a memorial presented to me by the inhabitants of Kollegal regarding the present postal arrangements.

2. The statements made by the memorialists are substantially true and their suggestions reasonable. A year ago a similar representation was made to the Post Master General which has borne no fruit.

3. The present postal arrangements appear to me absolutely indefensible and I cannot understand how they have been continued so long. A passenger can go with the mails to Maddur and reach Kollegal by public conveyance by 6 P.M. on the day after leaving Coimbatore, but the mails do not arrive until the next morning and sometimes do not arrive at all. On the 25th July there was no mail in Kollegal from Madras or Coimbatore, and on one other day during my recent stay at Kollegal, it was not received until nearly midday owing to floods in the rivers. The Maddur route is bridged throughout.

Jul 28 87/598

From the point of view of cheapness it appears to me
that the Maddur route is preferable, as there is already a line
Belakkavadi, which place is 14 miles by the bridged
road from Kollegal.

Although Kollegal is the most out of the
way Taluk in the District, the people are much more
anxious to improve the place than those of most of
the other towns in the District. In the present case
there is, I think, good ground for steps being taken
to remedy what is a real grievance, even if there
might be some small extra expense, but as a
matter of fact there would apparently be some
saving.

I have the honor to be,

Sir,

Your most obedient servant,

For Collector

10/6/97

To

Kollegal address

HIS EXCELLENCY SIR ARTHUR

ELIBANK HAVELOCK G. C. M. G. G. C. I. E.

Governor of Fort Saint George

and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,

We the undersigned delegates of Kollegal, beg to approach your Excellency with this
our humble address on behalf of the Kollegal public and in doing so to thank you sincerely for
the kindness and condescension shewn in allowing us to present the same.

2 Kollegal Taluk which is situated in the extreme North of the District, forms an isolated
tract of country differing in language, manners and customs from the other parts of the District
and closely resembling the adjoining Province of Mysore. The distance between Kollegal and
the Head-Quarters of the District (which is more than 110 miles by road and 340 miles by
Railway) and between it and the nearest Railway Station (Maddur) which is no less than 40
miles renders its isolation more marked. The Town, in point of size and population, fairly holds
its own with the other Towns of the District with the exception of the Head-Quarter Town of
Coimbatore, and is second to none in point of interest and importance. The famous Siva
samudram falls within 10 miles of the Town, the Cauvery river, with its banks abounding in rich
and varied scenery, the forest-topped hills all round with patches of Coffee plantations, the silk-
weaving industry (the samples of which were exhibited to your Excellency at Coimbatore last
year), the gold-mines (which, though in a prospective stage, give promise of success)—these
render the place remarkable. But the absence of Railway communication has left it till now in
an obscurity which it by no means deserves.

3 We do not desire to tire your Excellency within the short time so graciously accorded to
us with any detailed statement of the wants and grievances of the people of our Taluk. We
only beg to lay before your Excellency some of our most pressing wants which, we trust, will be
found deserving of your Excellency's consideration.

I The foremost want that we feel is the absence of an adequate system of Irrigation. At
present we have only a few rain-fed tanks not capable of containing sufficient supply of water
for irrigation purposes.

When the monsoon fails all our lands lie waste. Although the river Cauvery runs
through the Taluk very little use can be made out of it in the absence of an anicut-channel
leading therefrom. Proprietors of lands situated above and below the river in the Province of
Mysore and in the Districts of Trichinopoly and Tanjore are the persons mostly benefited by it
and we regret that we are not able to participate in its advantages. There is an anicut 8 miles
from Kollegal in the Mysore Territory which, by a channel now fallen into disuse, appears to
have irrigated an extensive area. If the anicut is strengthened and the channel re-constructed
they will immensely benefit both the Mysore and the British Territories. For about the first
three miles the channel will irrigate the Mysore villages alone, but afterwards it will irrigate
large areas of British Territory and tend to improve their condition. The project of re-construct-
ing the channel is now under investigation by the Engineering Department. We earnestly
pray that your Excellency may be pleased to accord to the subject the favourable consideration
which it deserves.

II The want of a Telegraph office at Kollegal has long been felt both by the official and
non-official public. Important messages, however urgent they are, have now to be sent by
ordinary post either to Mysore or Chamarajanagar, the former of which is about 35 miles and

the latter 22 miles from Kollegal. A representation on the subject was made to the Director-General of Telegraphs at Calcutta last year, but he required a guarantee of Rs. 900 per annum for a period of 5 years before sanctioning the proposal. The guarantee demanded appeared to be far in excess of the actual requirements; but rather than being left without the advantages of a Telegraph office, the people offered to furnish the required guarantee, and have recently submitted a petition to the Collector for transmission to your Excellency-in-Council. We pray that the matter may be expedited and that the opening of a Telegraph office may be an accomplished fact before the next busy trade-season commences. Sometime back when there was an apprehension of famine in Kollegal and the people were anxious about their food supplies, the absence of telegraphic means of communication for ordering their stock from foreign Districts was very much felt. We now pray that we may be provided with improved means of communication before a similar calamity threatens us at some future time.

III The present postal arrangements are, we respectfully beg to submit, most defective. The most important mail arriving at Kollegal is that which comes from Bangalore, Coimbatore Madras, Bombay and other centres of business. This mail which arrives at 11 A. M. at Maddur (which is only 40 miles from Kollegal by the direct route) is now unnecessarily carried to Mysore by rail over a distance of 46 miles, and thence by road by runners *via* Narsipur over a distance of 35 miles. The continuance of this circuitous route is, we submit, wholly without justification. The Mail is now delivered sometimes in the forenoon and sometimes in the afternoon of the following day and during monsoon months the arrival and delivery thereof are extremely irregular. Apart from the delay incidental to this circuitous route, there is at times risk to the Mail itself owing to the defective Ferry arrangements at places where rivers have to be crossed during *nights*. All such delay, risk and inconvenience could be easily obviated by bringing the Mail direct from Maddur to Kollegal by the easiest and shortest route practicable, viz., by the Maddur-Kollegal route which passes over the excellent bridges at Sivasamudram and if arrangements are made with one of the Transit Companies to carry the Mail in a pony-transit which plies daily between Maddur and Kollegal, the delivery of Mail in the same evening instead of on the following day can be assured. The matter is, we believe, now engaging the attention of the Postal Department, but should your Excellency be so pleased as to order early action in the matter, you will have placed the people under a deep debt of gratitude.

IV The absence of railway communication is a standing obstacle to the development of local industries and natural resources of the Taluk. We understand that a line from Nanjanagude to Erode was in contemplation and was once considered fit to be taken up as a famine protective work; but we are not aware in what stage the matter remains at present. We shall be extremely obliged to your Excellency for any help which it may be possible to render in promoting it.

In conclusion, we offer our most heartfelt thanks to your Excellency for the kindness and patience with which you have listened to our grievances, and extremely regret that it has not been our good fortune to welcome You and Lady Havelock into our Town. We, however, hope that we shall be able to do so at some future time.

Wishing you and Lady Havelock long life and prosperity.

We remain

Your Excellency's most obedient Servants

R. RAMACHENDRA RAO,
A. GUNNUSAMIER,
G. PUTTANNA CHETTY,
M. SESHADRI CHETTY,
A. KAPINI CHETTY,
SYED HUSSAIN SAHIB.

KOLLEGAL,
29th Nov. 1897.

(Presented at the Maddur Railway Station)

29th
Print

Financial
CURRENT NO 2983

From

The Postmaster General,

MADRAS.

No. *Civil-48*
18054

Dated *18-9-97* } 180 .
Received *23-9-97* }

Regd-23-9-97

No. of Enclosures *with 3 enclos*
Enc C no 2461 n to

SUBJECT.

Re the defective postal arrangements
at Kollup.

Finl. Dept.
1
To
O. No. 1050

Statement showing the actual time of arrival of the Mysore mail
at Kollegal during one month from 15th July 1897.

Date		Time of arrival		Remarks.
		H	M.	
July 1897	15	8	5	
	16	8	10	
	17	7	30	
	18	6	12	
	19	6	"	
	20	6	30	
	21	7	"	
	22	7	"	
	23	7	35	
	24	7	10	
	25	7	30	
	26	7	30	
	27	8	35	
	28	7	40	
	29	10	"	
	30	7	"	
	31	8	"	
	1	7	"	
	2	7	"	
	3	7	"	
	4	6	30	
	5	7	35	
	6	8	"	
	7	7	10	
	8	8	"	
	9	13	"	
	10	12	"	
	11	13	30	
	12	13	"	
	13	14	"	
	14	13	30	
	15	8	20	

And hand

CURRENT NO 2983
Post Office Department. 48

From *G. S. Curlier Esq*
~~H. FARRER, Esq.,~~
Off. POSTMASTER GENERAL, MADRAS,

To

THE Chief SECRETARY

TO THE GOVERNMENT OF MADRAS,

Financial DEPARTMENT,

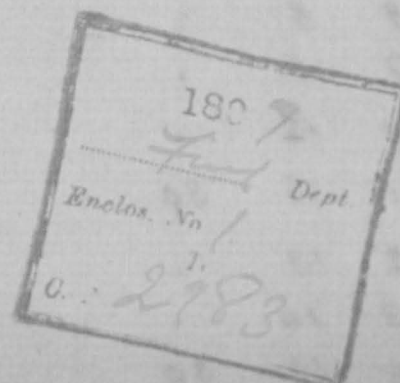
No. C.M.1-48 dated Madras, the 18th September, 1897.

SIR,

Sir,

In returning your endorsement No:1722 dated 14-8-/97 together with its enclosures, I have the honor to enclose a statement showing the actual time of arrival of the mail at Kollegal by the present route via Mysore during one month from the 15th July /97 from which it will be seen that during that month, which was exceptionally wet, the mail arrived after 8 A.M. (the hour fixed for the first delivery) nine times. On these occasions the delay was due to the river and streams between Mysore and Kollegal being in high flood. These delays would undoubtedly be avoided by the adoption of the Maddur Kollegal route; but this cannot be arranged without entertaining additional establishment costing Rs.46/- per mensem. It does not appear desirable especially at the present time to incur this extra expenditure for

the



the slight advantage of obviating the occasional delays during the wet weather. At other seasons of the year, there will be no gain, for as the mail could not, considering the importance of the Mysore correspondence with Malvalli, be despatched from Maddur before 16 hours, (the mail train from Mysore being due at Maddur at 15-25 hours), it would not arrive at its destination before 2 A.M. and would continue to be delivered, as now, at 8 A.M.

2. With reference to para 4 of the petition, I beg to say that there is no record of the mails having been lost or injured while crossing the river during the many years they have been so conveyed.

3. In paras 6 and 7 the memorialists endeavour to show that the adoption of the Maddur-Malvalli route is desirable on grounds of economy, but here they have ignored two facts viz: that the increase to the weight of mails, which the adoption of their proposal will entail, will necessitate the strengthening of the present Maddur Malvalli line at a cost of Rs.46/- per mensem and that the line between Kollegal and Tirumakudlu Narsipur cannot be abolished without injury

4. With regard to the complaint in para 12 of the memorial regarding the alteration of the hour of despatch from 6 P.M. to 3-30 P.M., I have the honor to point out that this is merely a temporary measure during the rainy months and that as soon as the floods in the rivers have subsided the despatch will be made at 6 P.M. as before. If the route were diverted as proposed, the mail would have to be at Maddur by, or soon after 10 hours as the mail train from Bangalore is timed to leave that station for Mysore at 11-15 hours and the runners would have to leave Kollegal for Maddur not later than 10 P.M. The change of route would not therefore be attended by any appreciable advantage in this respect.

5. The question of opening a Post Office at Satyagal is under correspondence with the Divisional Superintendent.

6. Referring to para 3 of the Collector's letter, I have the honor to point out that the Postal Department is not responsible for the non receipt of the Madras mails at Kollegal on the 25th July as on the 24th July there was a mis-connection of the Madras and Southern Mahratta Railway trains at Bangalore in consequence of which

the mails brought by the former were
detained at Bangalore.

I have the honor to be,

Sir,

Your most obedient servant,

J. Curtis

Offg: Postmaster General.

[G.
24.]

500-22-4-96.

Read again the following papers

Financial DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

gain G.O., dated

189 , No.

Current No. 2461

of 1897, dated 11/3, from The Com. of Comptrollers

" " 2981

" 1897, " 18/9, " The Com. of

" "

" 189 , " , "

60.

See

ORDER.

his

N.P. 804 of 28th Sept '97

The Post. Master General's

letter will be communicated to
the Com. of Comptrollers

*Cur. S.
2981*

[Signature]

Com. of Comptrollers (2461 = Q. 2983 = A)

with orig. incl: to 2461

P. M. G. (Volts 91)

*[Signature]
2/10/97*

When given for copying 30/9 } 1897
When copied _____
When examined 4/10
When signed _____

READ AGAIN G.O., No. _____ DATED _____
189 _____

CURRENT No. _____

ENCLOSURES TO C. No. _____

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH DITT

PAPER IS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.