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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2777

Press
Mis.

15-16

Dated 1-9

1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
1st September 1866.*

No. 15. Read the following letter from the Officiating Superintending Engineer, 8th Division, to the Secretary to Government, Department Public Works, dated Kodikarnel, 17th August 1866, No. 700 :—

1. With reference to paragraph 2 of G. O., No. 2,373, of the 27th ultimo, which adverts to the brief remarks entered against the unanswered Order, No. 771, of the 20th March 1865, I have the honor to report, that in the Madura District there are two lines of road leading to Caroor, the one through Toddicombo and Vadasandoor, passing through Aravacoorchy in the Coimbatore District, the other more to the east, and a rather shorter line through Eriode.

2. In August 1865 the Collector of Madura wrote to this Office, after correspondence with the Collector of Coimbatore, that "the line *via* Vadasandoor and Aravacoorchy should be selected as a Railway feeder, to connect Dindigul with Caroor, as the line passes through the head-quarters of two Sub-Magistrates, viz., Vadasandoor and Aravacoorchy, where wealthy merchants reside." The Range Officer was then directed to estimate for making this road.

3. Objection was afterwards raised by my predecessor to the line selected, inasmuch as the road *via* Vadasandoor is more difficult than that by Eriode, and would probably cost nearly twice the money. The soil on the Eriode line is generally good, as the ground is high and near the water-shed of the tributaries of the Cauvery, whereas the line through Vadasandoor must cross the Kodaganar, and two of its affluents, and pass over a considerable length of inferior soil. Hence it appeared to me, that as far as this District is concerned, it would be advisable to select the cheaper and more direct line through Eriode.

4. I have, however, lately written on the subject to the Superintending Engineer of the 7th Division, and Colonel Walker states his opinion, that there is no doubt but that the line by Eriode and Wellany would be the cheaper one to improve; but that route touches no place of any consequence within the Coimbatore limits, on which account he and the Collector decided on the line by Aravacoorchy, as one of great benefit to the District, and one that would probably have to be made, as well as the other, so that the expediency is doubtful of adopting the other line simply on account of its cheapness. Colonel Walker adds, as another reason for not spending much money on the line from Caroor due south, that the extension of the Railway system southwards will probably take that direction, *i.e.*, through Eriode, which would supersede, in a great measure, the necessity for a road, in short he considers that a line through Aravacoorchy and Chinna Darapooram to Caroor will benefit a rich tract of country, and be a better Railway feeder than the other, and that it is preferable to lay out twice the sum of money on this line, rather than to make the Eriode line.

5. With the opinions thus given strongly in favor of the road being taken through Vadasandoor, the one consideration of economy will probably not be taken into account, and if the Government rule to this effect (and I would observe that the question has not before been submitted), the estimate will be completed accordingly.

*Proceedings of the Madras Government, Public Works Department,
1st September 1866.*

No. 16. ORDER THEREON, 1st September 1866, No. 2,777.

CIVIL WORKS, No. 6.

As it appears from this letter that of the two existing roads connecting Dindigul with Caroor that passing through Chinna Darapooram and Aravacoorchy is the best suited for a Railway feeder, the Government approve of the adoption of the latter line, and direct that the necessary estimates for its improvement be submitted for entry in the Budget for 1867-68.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineers, 7th and 8th Divisions.
„ Consulting Engineer for Railways.
„ Collectors of Madura and Coimbatore.

Exd. S. T. Augustin.

No. 700 Superintendent Engineer's Office
Madras 17th August 1866

From
Captain H. S. Pendergast R.E.
Off. Superintending Engineer 8th Division
To
Colonel C. A. Orr R.E.
Secretary to Government. P.W.D.

With reference to para 2 of C.O.
No. 2373 of the 27th Ultimo, which adverts
to the brief remarks entered against the
unanswered Order. No. 11 of the 20th March
1865, I have the honor to report, that in the
Madura District, there are 2 lines of road
leading to Caroor: the one thro' Toddicomboo
and Vadasandoor, passing through Arava-
coorchy in the Coimbatore District; the
other more to the East, and a rather shorter
line, through Criode.

2. In August 1865, the Collector of
Madura wrote to this Office, after corres-

pondence.

for done with the Collector of Coimbatore,
that the line via Vadasandoor and
Aranacorechi should be selected as a Railway
feeder, to connect Vindigul with Caroor, and
the line passes through the Head Quarters
of 2 Sub Divisions, viz Vadasandoor
and Aranacorechi, where wealthy merchants
reside. The Range Officer was then directed
to estimate for making the road.

3. Objection was afterwards raised by
my predecessor, to the line selected, inasmuch
as the road via Vadasandoor is more difficult
than that by Priode, and would probably cost
nearly twice the money. The soil on the Priode
line is generally good, as the ground is high
and near the watershed of the tributaries of
the Cauvery, whereas the line through Vada-
sandoor must cross the Keelaganur, and
two of its affluents, and pass over a considerable
length of inferior soil. Hence it appeared to
me, that as far as this District is concerned,
it would be advisable, to select the cheaper and
more direct line through Priode.

4. I have however lately written on the
subject, to the Superintending Engineer of the

1st Division; and Colonel Walker states
his opinion, that there is no doubt but that
the line by Priode and Vellayangy, would
be the cheaper one to improve, but that route
touches no place of any consequence within
the Coimbatore limits, on which account he
and the Collector, decided on the line by
Aranacorechi, as one of great benefit to the
District; and one that would probably have
to be made, as well as the other. So that the
expedient is doubtful of adopting the other
line simply on account of its cheapness. Colonel
Walker adds, as another reason for not
expending much money on the line from Caroor
direct, that the extension of the Railway
system southwards will probably take that
direction, i.e. through Priode, which would
supercede in a great measure the necessity for
a road; in short he considers that a line
through Aranacorechi and Chinnar Parappo-
ram to Caroor, will benefit a rich tract of
country, and be a better Railway feeder than
the other, and that it is preferable to lay
out twice the sum of money on this line,
rather than to make the Priode line.

5. With the opinions thus given strongly
in favor of the road being taken through Vado
Sandoz, the one consideration of economy will
probably not be taken into account: and if
the Government rule to this effect (and I must
observe that the question has not before been
submitted) the estimate will be completed
accordingly. —

Shawnee

New Bedford. Captain H. E.
Officer in Charge Engineer S. O. P.

P. W. Dept.

No 2777

Proceedings of the Madras Government
Under date the 1st ^{Sept} Aug 1866
Read the following

from
The Off. Supp. Engineer of
the 8th Division - (H.E. No 700 dated 17th Aug 1866)

As it appears from
this letter that of the
two existing roads con-
-necting Dindigul with
Paroor that passing through
Kerina, Tacapooram and
Arava corchi is the best
suited for a Railway
- feeder the Government
- approve of the adoption
of the latter line and
direct that the necessary
estimates for its improve-
-ment be submitted
for entry in the Budget

To the Sup. Engr. for 1867/68
a summary of the Railways
the Collector of Madras
and Coimbatore. Sept 23rd Sept 66

W.B.

P. W. 1866 Reputant
No. of Govt. for the Engineer

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P.H. 1866. Depart
Prof of Govt for Sept 1866

No 2777

Prof of the Madras Govt

Dated 1st Sept 1866

The adoption
of a Road from Dindigul
to Caroor via Chinnai
Darapooram and Aram.
Coorchi, as a Railway feeder,
approved; and instructions
issued for estimates for
its improvements being sub-
mitted for entry in the
Budget of 1867-68

15. 16.

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