

(1) Number of pages 1-2

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3335	Press
589-90	~~Mis.~~
Dated 28	10 1867.

Not to be folded or roughly handled

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(1) Number of pages 1-32

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 3334

Press
Mis?

586-88

Dated 25-10

1867

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
25th October 1867.*

No. 586.

Read the following papers:—

From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 11th October 1867, No. 278.

* No. 2,113, dated 30th September 1867. 1. I have the honor to submit, for the orders of Government, a letter* which I have received from the Agent of the Great Southern of India Railway upon the subject of the survey of the proposed extension to Tuticorin, in which a copy of the London Board's letter of the 12th August, No. 116, is enclosed. The last quoted letter was communicated to this office with the Proceedings of Government dated the 4th instant, No. 3,079.

2. It will be remembered that in their Order of the 24th June last, No. 1,882, Government directed that before the commencement of the necessary surveys, a cursory examination should first be made of the country along the alternative lines from Caroor and Trichinopoly to Madura.

3. From the Agent's letter now submitted it would appear that no action has yet been taken in the matter, though more than three months have elapsed, as Mr. Betts, with reference to certain suggestions made by the Board, now requests instructions as to whether the required information cannot be obtained from the Collectors and the Officers of the Public Works Department in the districts to be traversed. Mr. Betts also requests instructions as to whether any further inspection of the country between Madura and Tuticorin is necessary, before the working survey of that part of the line is put in hand; and whether the main line, or a branch from it, is to be taken to the town of Tinnevely.

4. With regard to the first point, I think that the order already issued should stand good, and that a cursory examination of the country along the alternative lines from Trichinopoly and Caroor to Madura should be at once made by the Officers of the Railway Company. It would, I think, be well to call upon the local authorities for any information which may now be available or can be readily obtained, both as regards the nature of the country, and the traffic statistics; and with regard to the latter point, I quite agree with what Mr. Betts has said in paragraph 4 of his letter, to the effect that trustworthy data of the traffic can be obtained in a quicker and a more certain manner through the Government officials than through the Company's servants: but I am convinced that it will be in every way better and more satisfactory if an independent examination of the nature of the country be promptly made by the Company's Engineers. Such an examination as was ordered by Government would cost little, and would occupy a very short time.

5. As regards the second point mooted by Mr. Betts, I consider that Mr. Carr's surveys may be accepted as sufficient, and that any further examination of the country between Madura and Tuticorin, before the working survey is put in hand, will be quite unnecessary.

6. The third point raised by Mr. Betts bears upon the preceding one, but I am convinced that it never was the intention of Government that the proposed extension of the Great Southern Railway should be taken past the town of Tinne-

*Proceedings of the Madras Government, Public Works Department,
25th October 1867.*

velly, and that if, as stated by the Directors in paragraph 5 of their letter, that impression was held by Sir Stafford Northcote, it must have arisen from the expressed desire of the Government that the Railway should be extended "through Madura and Tinnevely," the fact that the same names are common to those two provinces and to their chief towns having given rise to a slight confusion.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 30th September 1867, No. 2,413.

1. I have the honor to attach hereto, for submission to Government, copy of letter No. 116 of 12th August last, from the Secretary to the Board of Directors of this Company.

2. Sanction was obtained in G. O. No. 1,882 of 24th June 1867, for a cursory examination being made of the country along the alternative lines from Caroor and Trichinopoly to Madura. In the letter now submitted it is suggested the examination may be unnecessary if Government "decide upon the adoption of one of the routes from the information which the Collectors of the districts, and those best conversant with the nature of the country to be traversed, and with the relative amounts of traffic to be expected, may be enabled to afford."

3. Will you please take the instructions of Government on this point. The Officers of the Department of Public Works in charge of the districts to be traversed probably have sufficient knowledge of that part of the country to be able to say whether one route is more favorable for the construction of a Railway than the other, and the Collectors of Tanjore, Trichinopoly, Madura, Tinnevely, and Coimbatore must be in possession of valuable information regarding the traffic statistics of the districts under their charge.

4. I would remark with regard to this latter point—the collection of traffic statistics—that the only reliable source from whence I could obtain such information would be from the Revenue Officers of Government; and if Government will be pleased to call upon the Collectors before alluded to, to obtain from their Assistants the statistics which have from time to time been compiled, and to submit them with their opinion as to the best route, the required information would be speedily obtained, and it could be relied upon: any expense incurred thereby to be borne by the Railway Company. I have before attempted to take accounts of traffic passing along public roads in this country, and have found it very difficult to obtain reliable figures, whereas if it is known an Officer of Government requires the information, it is furnished without hesitation. Now that the monsoon is near at hand, the traffic along the roads would be much interfered with, and therefore a reference to reliable traffic statistics already prepared would be more satisfactory.

5. With reference to paragraphs 4 and 5 of the Secretary's letter, I shall feel obliged if you will ascertain from Government whether before the working survey is put in hand any further inspection of the country between Madura and Tuticorin is called for; and also whether it is desirable that the line should be taken to the town of Tinnevely by means of a branch from the main line (surveyed by Mr. Carr) or by diverting that line.

From the Secretary of the Great Southern of India Railway Company, dated London, 12th August 1867, No. 116.

1. A communication has been received from the Secretary of State for India, requesting to be informed whether the Directors of this Company are prepared to undertake the surveys for a line from Caroor or Trichinopoly through Madura and Tinnevely to Tuticorin, upon the understanding that in the event of the Railway not being sanctioned, the cost shall be borne by Government.

2. The Directors have replied that they are willing to undertake these surveys upon the condition named, and also to obtain the fullest information in their power as to the probable traffic which may be expected on the line in question in order that the Secretary of State may have before him the data requisite to enable him to judge whether the Railway should be sanctioned as a guaranteed work.

*Proceedings of the Madras Government, Public Works Department,
25th October 1867.*

3. You will therefore immediately upon receipt of this letter take the necessary steps for having the surveys made, and for obtaining the information referred to as to the probable traffic.

4. The country between Madura and Tuticorin was, as you are aware, surveyed in 1862 by Mr. Carr, the former Chief Engineer of the Company, who forwarded to the Board a detailed report, together with plans, copies of which are in your possession. A reference to these will materially aid in the survey of this portion of the proposed line, if indeed anything more will now be necessary than a mere verification or revision of the same.

5. In the letter referred to above, Sir Stafford Northcote states that it is proposed that the line should proceed by way of the towns of Madura and Tinnevely to Tuticorin. If it be the intention of Government that the Railway shall be taken past the town of Tinnevely, the line as laid down by Mr. Carr will be subject to a considerable deviation, and it will be a matter for consideration whether it will not be preferable to construct a branch to Tinnevely from the main line.

6. Upon this point you will take the opinion of the Government and report accordingly.

7. A question of much importance and upon which there appears to exist a diversity of opinion is whether the line should run from Caroor through Dindigul to Madura, or proceed from Trichinopoly to Madura direct. When this subject engaged the attention of Government in 1860, the Collectors of Coimbatore and Madura advocated the adoption of the former route, while the Consulting Engineer for Railways, Captain (now Major General) Johnstone, after an examination of the country was inclined to think that the latter would be the preferable course for the line to take. Captain Johnstone, however, in his Report dated 20th October 1860, No. 51, states that he was not able to obtain any certain information in regard to the amount of the traffic between Dindigul and Madura, and again between Madura and Trichinopoly, and that as he had never been in the Madura District before, he was unable to write with any degree of confidence as to the respective advantages of the two lines. No definite resolution appears to have been come to, and it may therefore be necessary that surveys of the alternative lines should be made, unless Government shall decide upon the adoption of one of the routes from the information which the Collectors of the districts and those best conversant with the nature of the country to be traversed, and with the relative amounts of traffic to be expected, may be enabled to afford.

8. The Report on the surveys when completed must be accompanied by detailed and accurate estimates of the probable cost of the line, and of the time necessary for its construction; and you will take such means as may be in your power to obtain the most reliable and minute information as to the present traffic flowing along the route of the proposed line, and of the increase which may reasonably be expected to accrue from the increased facilities of transit which will be afforded upon the establishment of Railway communication.

9. It would also be desirable that you should ascertain the extent of land now under cotton cultivation in the several districts to be traversed by the proposed line. The Collector of Madura, in a letter dated 12th September 1861, states that while there were in that district 1,240,480 acres capable of growing cotton, only 85,250 acres were under cultivation. The Collectors will no doubt be able to afford you some information as to what probability there would be of an increase in the cultivation of cotton, consequent upon the introduction of a line of Railway.

No. 537. Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 12th October 1867, No. 282.

From the Officiating Superintending Engineer, 8th Division, to the Consulting Engineer for Railways, dated Kodikarnel, 5th October 1867, No. 1,279.

1. In reply to your letter No. 347 of the 11th ultimo, I have the honor to inform you that no record has lately been made of the traffic on the road between Madura and Caroor via Dindigul, or on that between Madura and Trichinopoly.

*Proceedings of the Madras Government, Public Works Department,
25th October 1867.*

2. The amount of traffic on the latter is about 1,100 bandies a day; on the former, the number must be very insignificant. In my opinion the point at which a return of traffic on the road from Caroor should be made, is just outside Dindigul, where alone the traffic that passes between Caroor and Dindigul can be kept separate, from that taking other routes that lead through Dindigul; any other point selected south of Dindigul would not represent the Caroor traffic, for the traffic from Pulney through Palakanooth, and from other cross roads, comes on the same line. Again, at Ammeanaikanoor, fourteen miles south of Dindigul on the way to Madura, the road from Palghaut through Pulney and Kannevady joins in, and this brings a heavy traffic both to Madura and also to Tirumungalum, (twelve miles south of Madura on the Tinnevely Trunk Road.) Further, three miles south of Ammeanaikanoor, the road from the head of the Cumbum valley, through Periacolum and Nellacottah, falls in with the Madura road, so that the traffic towards Madura is very much greater than that between Caroor and Dindigul.

3. On the road between Madura and Trichinopoly I would select a point for the register of traffic at Cottamputty, thirty-two miles north of Madura, and seven miles from the boundary of the Trichinopoly District; just to the south of Cottamputty, there is a road from Tondy (a salt station on the coast,) that crosses the Trunk Road and goes on through Nuttum to Dindigul, the through traffic on this line that takes to the Trunk Road will proceed northwards, because there are shorter ways of reaching the Trunk Road in the southerly direction. At Meyloor, eighteen miles north of Madura, there is a road branching off to the Tanjore District; hence though it would be more convenient to take a traffic return on the outskirts of the town of Madura, the traffic of the Tanjore road would also be included, and Cottamputty appears to be the only place where the actual traffic of the Trichinopoly high road can be ascertained. As to the outlay required, I think a tolerably accurate result may be attained from a small expenditure as follows:—

At Dindigul, pay of two Pygusts to relieve each other during the 24 hours, at Rupees 9 each per month:—

For 1½ months	Rupees 27
Shed for Pygusts	10
	—
At Cottamputty do. do.	Rupees 37
	37
	—
Total Rupees .	74

I would employ the Pygusts to note down the traffic on alternate weeks, or two weeks in each month, for three months. Care should only be taken to avoid taking traffic returns in monsoon weather, or until the country has become dry after rain. Most of the roads in both the Madura and Tinnevely Districts become impassable after much rain, and on some all traffic is entirely suspended, so that the average amount of traffic would not be determined while the country is under the influence of the monsoon.

Submitted to Government, with reference to letter of the 11th instant, No. 278.
(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
25th October 1867.*

No. 588.

ORDER THEREON, 25th October 1867, No. 3,334.

RAILWAY, No. 31.

1. With the first of these letters the Consulting Engineer for Railways submits one from the Agent of the Great

Southern of India Railway regarding the surveys of the proposed extension of the Railway from Caroor or Trichinopoly to Madura and Tuticorin.

2. Mr. Betts enquires, 1st, whether a cursory examination of the country along the alternative lines as ordered in G. O. No. 1,882 of the 24th June 1867 may not be dispensed with, and the required information obtained from the Collectors and the Officers of the Public Works Department in the districts to be traversed; 2ndly, whether any further inspection of the country between Madura and Tuticorin is necessary before the working survey of that part of the line is commenced, and 3rdly, whether the main line or a branch from it is to be taken to the town of Tinnevely.

3. The Government concur in opinion with the Consulting Engineer that an examination of the country by the Railway Engineers is in every way desirable, and the orders contained in the Proceedings above quoted will therefore be carried into effect as early as possible. In the meantime the Consulting Engineer will communicate with the local authorities with a view to ascertaining whether the information required by the Railway Officials regarding the country to be traversed in the respective directions and the traffic can be furnished.

4. His Excellency the Governor in Council does not consider a second examination of the country between Madura and Tuticorin to be necessary, and he is not of opinion that the main line can be carried through the town of Tinnevely. The question of a branch to that place may be reserved for subsequent consideration.

(True Extract.)

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

To the Consulting Engineer for Railways.

Collectors of Tanjore, Trichinopoly, Coimbatore, Madura, and Tinnevely;
Superintending Engineers of the 6th, 7th, and 8th Divisions.

Ed. T. O'Connor

No. 2413

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

30th September 1867.

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer
for Railways

Madras

SIR,

I have the honor to attach hereto for
submission to Government copy of letter No. 11.
of 15th August last, from the Secretary to the
Board of Directors of this Company.

2. Sanction was obtained in G.O. No. 1882
of 24 June 1867 for a cursory examination being
made of the country along the alternative
lines from Caroor and Pichinopoly to
Madurai. In the letter now submitted it is
suggested the examination may be unneces-
sary if Government "decide upon the adoption
"of one of the routes from the information
"which the Collectors of the Districts, and
"those best conversant with the nature of
the country to be traversed, and with the
"relative amounts of traffic to be expected,
"may be enabled to afford."

3. Will you please take the instruction

of Government on this point. The Officers of the Department of Public Works in charge of the Districts to be traversed, probably have sufficient knowledge of that part of the country to be able to say whether one route is more favorable for the construction of a railway than the other, and the Collectors of Bangalore, Srirangapatna, Madras, Tinnevely and Coimbatore must be in possession of valuable information regarding the traffic statistics of the Districts under their charge.

I would remark with regard to this latter point, - the collection of traffic statistics, - that the only reliable source from whence I could obtain such information would be from the Revenue Officers of Government, and if Government will be pleased to call upon the Collectors before alluded to, to obtain from their Assistants the statistics which have from time to time been compiled, and to submit them with their opinion as to the best route, the required information would be speedily obtained, and it could be relied upon any expense incurred thereby.

I have the honor to be
Sir

Your most obedient servant

Wm. A. P. S.

Agent

From
The Agent, E. I. S. Railway
Regulations
To the Comptroller for Railways
Madras

1867

Forward, with respect:

to the subject, copy
has been sent from the Secretary
of the Board, on the relation
of the proposed lines to
the proposed line
Madras
and
Sincerely

1867

uncorro was, as you are aware, survey

of Government on this point
to be borne by the Railway Company. I have
before attempted to take accounts of traffic
passing along public roads in this country
and have found it very difficult to obtain
reliable figures, whereas if it is known
an officer of Government requires the in-
formation, it is furnished without hesita-
tion. Now that this Monsoon is near at hand
traffic along the roads would be much
increased, and therefore a reference to
reliable traffic statistics already prepared
would be more satisfactory.

With reference to paragraphs 4 and 5
of the Secretary's letter, I shall feel obliged if
you will ascertain from Government whether
before the Working Survey is put in train
any further inspection of the country between
Madura and Tuticorin is called for; and
also whether it is desirable that the line
should be taken to the town of Tennerelly
by means of a branch from the main
line (surveyed by Mr. Carr) or by diverting
that line.

I

No. 116.

Great Southern of India Railway Company
27 Abchurch Lane London E.C. 4

Sir,
A communication has been received from
the Secretary of State for India requesting to be
informed whether the Directors of this Company
are prepared to undertake the surveys for a line
from Caroor or Trichinopoly through Madurai
and Tennerelly to Tuticorin, upon the un-
derstanding that in the event of the Railway
being sanctioned, the cost shall be borne by
Government.

The Directors have replied that
they are willing to undertake these surveys upon
the condition named, and also to obtain
the fullest information in their power as to
the probable traffic which may be expected
on the line in question in order that the
Secretary of State may have before him the
data requisite to enable him to judge whether
the Railway should be sanctioned as a
guaranteed work.

You will therefore immediately
upon receipt of this letter take the necessary
steps for having the surveys made and
for obtaining the information referred to
as to the probable traffic.

The country between Madura
Tuticorin was, as you are aware, surveyed

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of 1862 by Mr Barr, the former Chief Engineer of the Company, who forwarded to the Board a detailed Report, together with plans, copies of which are in your possession. A reference to these will materially aid in the survey of this portion of the proposed line, if indeed any thing more will now be necessary than mere verification or revision of the same.

In the letter referred to above, Mr Lord Northcote states that it is proposed the line should proceed by way of the of Madura & Tennevelly to Lutterlin. It is the intention of Government that the Railway shall be taken past the town of Tennevelly, the line as laid down by Mr Barr will be subject to a considerable deviation and it will be a matter for consideration whether it will not be preferable to construct a branch to Tennevelly from the main line.

Upon this point you will take the opinion of the Government and report accordingly.

A question of much importance and upon which there appears to exist diversity of opinion is whether the line should run from Caroor through Indigul to Madura, or proceed from Trichinopoly to Madura direct. When this has engaged the attention of Government

Combatore and Madura & Trichinopoly of the former route, while the Engineer for Railways Captain General Johnstone after an examination of the country was inclined to think that the latter would be the preferable course for the line to take. Captain Johnstone however in his Report dated 20 Oct. 1860 No 51 states that he was not able to obtain any certain information in regard to the amount of the Traffic between Dindigul and Madura, and again between Madura & Trichinopoly, and that as he had never been in the Madura district before he was unable to write with any degree of confidence as to the respective advantages of the two lines. No definite resolution appears to have been come to, and it may therefore be necessary that surveys of the alternative lines should be made unless Government shall decide upon the adoption of one of the routes from the information which the Collectors of the Districts and one best conversant with the nature of the country to be traversed, and with the relative amounts of Traffic to be expected, may be enabled to afford.

8. The Report on the Surveys when completed must be accompanied by detailed and accurate Estimates of the probable cost of the

in 1862 the Line, and of the time necessary of
 the Board construction, and you will take
 the Board may be in your power to obtain
 a reliable and minute information of
 which presents traffic flowing along the line
 to the proposed line, and of the increase which
 this may reasonably be expected to accrue from
 the increased facilities of transit which will
 be afforded upon the establishment of Rail-
 way communications.

It would also be desirable that you
 should ascertain the extent of land now
 under cotton cultivation in the several districts
 to be traversed by the proposed Line. The
 Collector of Madhira in a letter dated 12 Sept
 1861 states that while there were in that
 district 1,240,480 acres, capable of growing cotton
 only 85,200 acres were under cultivation. The
 Collectors will no doubt be able to afford
 you some information as to what probability
 there would be of an increase in the
 cultivation of cotton, consequent upon the
 introduction of a line of Railway.

Signed J. H. W. Notman
 Secretary

(True Copy)

William H. B. B. B.
 Agent.

per my

mercy

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 278-

From

Major J. M. M. Shaw Stewart R.E.
 Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

13th 30th
 1867.

I have the honor to submit
 for the orders of Government a letter which
 I have received from the Agent of the Great
 Southern of India Railway upon the subject
 of the survey of the proposed extension to
 Tuticorin, in which a copy of the London Board's
 letter of the 12th August, N^o 116, is enclosed.
 The last quoted letter was communicated
 to this office with the Proceedings of Govern-
 -ment dated the 4th instant, N^o 3079.

2. It will be remembered, that in their order of the 24th June, last, A.D. 1882, the Government directed that before the commencement of the necessary survey, a cursory examination should first be made of the country along the alternative lines from Caroor and Trichinopoly to Madurai.

3. From the Agent's letter now submitted it would appear that no action has yet been taken in the matter, though more than three months have elapsed, as Mr. Betts, with reference to certain suggestions made by the Board, now requests instructions as to whether the required information can be obtained from the Collectors and the officers of the Public Works Department in the districts to be traversed. Mr. Betts also requests instructions as to whether any further inspection of the country between Madurai and Tuticorin is necessary, before the working survey of that part of the line is

is put in hand; and whether the main line, or a branch from it, is to be taken to the town of Dinnevelly.

4. With regard to the first point, I think that the order already issued should stand good, and that a cursory examination of the country along the alternative lines from Trichinopoly and Caroor to Madurai should be at once made by the officers of the Railway Company. It would I think be well to call upon the local authorities for any information which may now be available or can be readily obtained, both as regards the nature of the country, and the traffic statistics; and with regard to the latter point, I quite agree with what Mr. Betts has said in para 4, of his letter, to the effect that trustworthy data of the traffic can be obtained in a quicker and a more certain manner through the Government officials than through the Company's servants.

servants: but I am convinced that it will be in every way better and more satisfactory if an independent examination of the nature of the country be promptly made by the Company's Engineers. Such an examination as was ordered by Government would cost little, and would occupy a very short time.

As regards the second point mooted by Mr. Petto, I consider that Mr. Carr's surveys may be accepted as sufficient, and that any further examination of the country between Madura and Tuticorin, before the working survey is put in hand, will be quite unnecessary.

The third point raised by Mr. Petto bears upon the preceding one, but I am convinced that it never was the intention of Government that the proposed extension of the Great Southern Railway should be taken past the town of Tinnevely, and that as stated by the Directors in para 5 of their letter, that impression was held by Sir Stafford Northcote.

Northcote, it must have arisen from the expressed desire of the Government that the railway should be extended "through Madura and Tinnevely," the fact that the same names are common to those two provinces and to their chief towns having given rise to a slight confusion.

Madras
11 October
1867

I have the honor to be,
Sir,
Your most obedient servant,
M. Stewart Major R.E.
Acting Consulting Engineer
for Railways

No 1279

Supr Engineer Office 8th Division
Madras 5th October 1887

From The Offg Superintending Engr
8th Division

To The Consulting Engineer
for Railways Madras.

Sir In reply to your letter No 347 of the 11th ult. I have the honor to inform you that no record has lately been made of the traffic on the Road between Madras & Caron via Dindigul, or on that between Madras & Trichinopoly.

The amount of traffic on the latter is about 1100 bandies a day, on the former the number must be very insignificant. In my opinion the point at which a return of traffic on the Road from Caron, should be made, is just outside Dindigul, where alone the traffic that passes between Caron & Dindigul can be kept separate, from that taking other routes that lead thro Dindigul. Any other point selected south of Dindigul, would not represent the Caron traffic from Palay through Palakurath, and from other cross roads comes on the same line. Again at Ammananthapuram, 14 miles south of Dindigul on the way to Madras, the Road from Palay thro Palay & Kannevady joins in, and this brings a heavy traffic; both to Madras, and also to Trimmangalam, (2 miles south of Madras on the Trimmang Road) Further, 3 miles south of Ammananthapuram, the road from the head of the Cumbum valley, thro Peria

Column 8

to the north.

4th Oct 1887 by 12-30 19
24 Dec 1887 - 1887

1887 1887 by 12-30 19
24 Dec 1887 - 1887

RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

No 3334-15 11/15

Dated 11th October 1887.

Received 12th October 1887.

No. 278
Madras 2.1

Submitting a letter from the report of the 1887-88. It is also the subject of the survey of the proposed extension to station.

1887 1887 by 12-30 19
24 Dec 1887 - 1887

and Kallawatt, falls in with the Madura road, so that the traffic towards Madura is very much greater, than that between Caron & Dindigul.

On the road between Madura and Trichinopoly I would select a point for the regulation of traffic at Cottampatty, 32 miles north of Madura, and 7 miles from the boundary of the Trichinopoly District. Just to the south of Cottampatty, there is a road from Ledy (a salt station in the Coast), that crosses the trunk road & goes on through Nuthur to Dindigul: the through traffic on this line that takes to the trunk road, will proceed Northwards, because there are shorter ways of reaching the trunk road in the southerly direction. At Grey Cross, 18 miles north of Madura, there is a road branching off to the Tanjore District: hence tho' it would be more convenient to take a traffic return on the outskirts of the Town of Madura, the traffic of the Tanjore road would also be included; & Cottampatty appears to be the only place where the actual traffic of the Trichinopoly high road can be ascertained.

As to the outlay required, I think a tolerably accurate result may be attained from a small expenditure as follows.

At the Dindigul: pay of 2 Py gents to relieve each other during the 24 hours at Rs. 9 each per month.

for 1 1/2 months —	Rs. 27.
shed for Py gents	Rs. 10.
at Cottampatty — do — do.	Rs. 37.
	<u>37</u>
Total Rs.	74.

I would employ the Py gents to make down the traffic on alternate weeks; or 2 weeks in each month for 3 months.

Case should only be taken to avoid taking traffic returns in Monsoon weather, or until the Country has become dry after rain. Most of the roads in both the Madura and Tinnevely Districts, become impassable after much rain, and on some, all traffic is entirely suspended: so that the average amount of traffic would not be determined while the Country is under the influence of the monsoon.

I have the honor to be
Sir,
Your most obd. Servant
Chandrasekhar Iyer Capt. R. E.
Offg. Superintending Engineer S. D. M.

of 282.

Submitted to Government, with reference to letter of the 11th Instant,

of 278-
Madras }
12th October/67 }
Major R. E.
Acting Consulting Engineer
for Railways.

To
The Secretary to Government,
Public Works Dept.
Fort St. George.

No 1279831

From The City & County
of the District
To The Consulting Engineer
for the
Baltimore
Road

Dated 5th 3rd District 1879

W.

Engineer that no record has
been made of the traffic
on the road between the District
& the City & County of the District
how an accurate return of traffic
can be obtained.

From the ^{Acting} Consulting Engineer
for Railways -

To
The Secretary to Govt
P. W. Dept

Dated 12th } Oct 1867.
Recd 14th }

No. 282.

Submitting a
letter from the ^{Superintendent}
of the ^{Dept}, intimating that
no record has lately
been made of the traffic
on the road between
Maddur & Coroor.

Ch. 387.

c. 18th Oct/67 Or. 21st

3334-285 Oct 1867

3334 Public Works Department.

No 3334

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 25th Oct 1867.

Read the following

From the Consulting Engineer
for Railways

(Here enter 11th October 1867)

" " Acting Comm Engineer for D.

(Here enter No. 282 dated 12th Oct 1867)

With these letters the
Consulting Engineer for
Railways submits one
from the Agent of the
Great Southern of India
Railway regarding the
surveys of the proposed
extension of the Railway
from Jaroor or Tichinip
to Maddur and Tichinip.

Mr. Betts inquires
whether a survey
examination of the country
along the alternative
lines as ordered in

G. O. No. 1882 of the
24th June 1867 may not
be dispensed with, and
the required information
obtained from the Collectors
and the Officers of the
P. & M. in the Districts
to be traversed -

2nd - Whether any further
inspection of the country
between Madras and
Tuticorin is necessary
before the working survey
of that part of the line
is commenced, and -

3rd - Whether the main
line or a branch from
it is to be taken to
the town of Tirunelveli.

The Government
concur in opinion
with the Consulting
Engineers that an ex-

15
amination of the country by
the Railway Engineers is
in every way desirable
and the orders contained
in the Proceedings above
quoted will therefore be
carried into effect as
early as possible - In
the meantime the Consulting
Engineers will communicate
with the local authorities
with a view to ascertaining
whether the information
required by the Railway
Officials regarding the
country to be traversed
in the respective directions
and the traffic can be
furnished.

His Excellency the
Governor in Council does
not consider a second
examination of the country
between Madras and
Tuticorin to be necessary.

835093-8

Sub: Works 1867 Depart

Pro: of Govt for October

No 3334

Pro: of the Madras Govt.
Of 25th October 1867

J.C.A. 133/68

Further Pro: No 156-44-2-71

Giving instructions
relative to the surveys of the
Proposed extension of the G.
S. R. Railway from Caroor
or Trichinopoly and
Madura and Tuticorin

No 586 @ 588