

MADRAS RECORD OFFICE.**Government of Madras.***Revenue* **DEPARTMENT.**

G.O. No.	665	Press ~~Mis~~
^{219-20.} Dated	13 - 3 -	18 68.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
13th March 1868.*

No. 219. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Submitting report of an examination of the
line of country between Caroor and Madura,
vis Dindigul, and between Madura and Trichi-
nopoly, the alternative lines for the Southern
extension of the Great Southern of India
Railway. } (Here enter 7th March 1868, No. 772.)

No. 220. ORDER THEREON, 13th March 1868, No. 665.

Miscellaneous.

Communicated to the Revenue Board.

(True Extract.)

(Signed) F. BRANDT,
Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 772.

Exd. S. T. Augustin.

7th March 1868.

No. 169. Read the following letter from the Acting Deputy Consulting Engineer for Railways, in charge, to the Secretary to Government, Public Works Department, dated Madras, 15th February 1868, No. 62:—

1. I have the honor to submit the following report of an examination of the line of country between Caroor and Madura, via Dindigul, and between Madura and Trichinopoly, the alternative lines for the southern extension of the Great Southern of India Railway.

2. From Caroor the line would branch off from the existing road a few hundred yards from the eastern end of the Amravutty bridge, passing about a mile and half to the south-east of Pootamboor, the gradient up to that point being an ascending one, but easy, the soil gravelly, and closely cultivated with dry crops; the line would pass to the west of Pobanuttun, to a point near Venjemungoodaloor, from this to Auttoor the country is undulating, and not so rocky as the previous portion, the soil similar, with gneiss cropping up on the surface; near Auttoor some tobacco is cultivated. From this to Pullaputty the ground is undulating, and a good deal of rock appears up to the town of Vadasundoor, a place where a considerable trade is carried on, the best line is about two miles from the town, before arriving at which a large nullah has to be crossed.

3. Towards Dindigul the line would run through light loamy soil, past Toddiecombit, and between the villages of Woondaurputty, and Nundicoilputty, where a good sized bridge would be required.

4. At Dindigul there is an excellent situation for a station, between the Fort and the native town; from this to Madura the soil is a light loam, and but little rock is to be seen on the surface; the line would be taken at the foot of the western side of the Secramully hills, past two large villages called Amanajickanoor and Sholavandan; four miles beyond the latter place, there is a favorable spot for crossing the river Vigay; the stream here makes a bend, which would allow of the bridge being thrown across it at right angles, the line would then run on the southern side of the Vigay, as near the low range of hills as possible, so as to avoid the valuable paddy land, into Madura.

5. The gradients to be obtained along this route are on the whole favorable, abundance of excellent building stone, and kunkur lime is procurable, and the only large bridge is that over the Vigay; the land is closely cultivated along the whole length of the line.

6. From Madura northwards, after crossing the Vigay, the line would run about five miles to the west of Malloor to Cottamputty, through a flat country dotted over with small tanks. From this to Thoveramcoorchy the country is exceedingly rough, with a considerable amount of rock appearing on the surface, but no great difficulty would be found in finding a line with sufficiently easy gradients; a considerable stream called the Paulaur will have to be crossed, and beyond Thoveramcoorchy the Vollaar will have to be bridged. A long stretch of comparatively level country along the existing road, past Coilputty and Veerallimalli, brings the line to Trichinopoly near which the Coryaur crosses the direction of the line; this is the river which partly caused the damage to the Railway embankment on the 29th January. The country along the line described is but sparingly cultivated, the soil generally being gravel; it is the poorest portion of the Trichinopoly District; building material, as on the other line, will be found in the neighbourhood. There is no important town or village along this route, which for some distance cuts through the Poodocottah territory.

7. I consider that as far as engineering difficulties are to be considered, there is nothing to prevent a line of Railway being constructed with ease on either route, and the cost may safely be taken to be the same as that on the Erode extension. Of the two routes I give the preference to that by Dindigul, because easier gradi-

ents can be obtained, and the important bridge over the Vigay can be built at a more favorable place than the one on the Cottamputty line, which must be on the skew, and somewhat longer. The present road from Trichinopoly to Madura will, however, afford facilities for leading of material during the construction of the latter line, which will be wanting in the former.

8. The line from Caroor passes through portions of the Coimbatore, Trichinopoly, and Madura Districts. The Dindigul and Madura talooks, the richest in the latter district, will be opened up by the proposed line, which will also pass within thirty miles of the Pulney talook.

9. The country is closely cultivated with dry crops, paddy, oil-plants, and tobacco, along the entire line; from Caroor to Dindigul the present road is a mere track, and beyond Sholavandan it is but a poor road, there is, therefore, but little inducement to trade offered by the existing communication. The Pulney talook produces cotton, which would be exported from Tuticorin, and southern parts; it also grows tobacco, rice, dry grain, tamarinds, betel, chillies, coffee, &c., which are exported to Madras, Madura, Tuticorin, Daraparam, and the western coast: none of this traffic could possibly be taken by the other line.

10. The rich Cumbum valley, about to be improved by the Perryaur irrigation project, would be tapped by the western line, for although a part of the traffic going south, would in all probability not take the rail before Madura, still the whole of the northward traffic would be carried from a point about Amanaickanoor.

11. The important towns on this route are Dindigul, Vadakundoor, Aravacorey, Sholavandan and Amanaickanoor, and the population within five miles of the line in the Madura District, for a distance of forty miles, is 97,002.

12. The eastern line runs through the Madura and Trichinopoly Districts, and for about twenty miles through the Poodocottah territory, the greater part of the way it would be close to the present road; the country it goes through is about the worst of those two districts, and as far as I can learn, there is no tract of country in the vicinity which is likely to be improved and opened up by a Railway.

13. There are no towns or villages of importance along this line, the largest are Cottamputty and Thoveramcoorchy; there is a considerable amount of trade in paddy to the south, from the Tanjore District, during years of scarcity; the population for forty miles along this road is 77,916.

14. It is extremely difficult to arrive at a correct estimate of the average amount of traffic going on in any particular direction, the accounts of traffic-takers sent for the purpose differ so much, that it is impossible to reconcile their statements, for instance the Agent of the Great Southern, makes out the entire traffic along the western route to amount to sixty-seven carts per diem, whereas the Chief Engineer states that fifty carts per diem come into Trichinopoly in one direction alone, and the Superintending Engineer, 8th Division, gives the traffic at 680 carts a day, but in this empties are included.

15. Unless traffic-takers are very carefully placed, and known to be trustworthy, it is better, I think, when considering the amount of existing trade, to rely to some extent on the statements of those who, being acquainted with the country and its requirements, are well able to give a decided opinion on the most favorable line for a Railway to take.

16. The amount to which trade can be developed and fostered in a country through which it is proposed to run a line, is an important consideration, and is more likely to promote the eventual prosperity of an undertaking, than conclusions based on existing traffic only.

17. There is one set of returns from which a true criterion of traffic can be formed, that is, from the amounts for which the different toll-bars are let by the Municipal authorities; it is not at all likely that the farmers of these tolls give more than they receive from the carts passing by, we therefore are certain of the minimum amount of traffic.

18. The toll-bar at Madura on Dindigul road lets for Rupees 6,050 a year; the one at Dindigul for Rupees 300 per mensem, giving an average of 80 carts a day; whereas the toll on the Trichinopoly road lets for Rupees 4,130, notwithstanding the fact of the latter being on a metalled road.

19. The letter from the Agent of the Great Southern of India Railway is now before Government, so that I am unable to remark on the different points contained in it, but I am aware of the general tenor of the report from a conversation I had with Mr. Betts at Trichinopoly. He maintains that a true estimate of traffic cannot be arrived at by taking the toll-bar returns, because many of the carts came only short distances, but I think that an equal proportion of the traffic on both lines should be taken as non-effective, and this comparison would be favorable for the western route.

20. A large portion of the traffic in the Trichinopoly and Madura road is through, and would be diverted by the Dindigul line, and I feel sure that a considerable amount of the goods put down by the Agent as going to Trichinopoly, is really going further on to Salem and Madras, and that the shorter route for it is by Caroor. A cart from Trichinopoly to Madura costs Rupees 7, and this load could be taken by the Railway via Caroor for less than Rupees 4.

21. Every one that I have met, and I have made a point of speaking on the subject with all the native merchants and officials who were likely to know any thing about the matter, agree in recommending the western route, via Dindigul, for three reasons:—

1st. It is the shortest route to Madras and both coasts.

2nd. It runs through a more productive country.

3rd. There is an extensive trade with the west, which would be caught by this line only.

22. Mr. Betts doubts the fact of this trade, which is spoken of by Messrs. Levinge, Arbuthnott, and Grant, Colonel Walker and Captain Prendergast, but his traffic-takers were not so placed as to have any note of it: I heard of one merchant in Madura who alone receives 300 carts per mensem from the west. In Mr. Betts' table of traffic, which would be taken by eastern route, he includes two items of traffic between Trichinopoly and Madura, and *vice versa*, via Dindigul; this should certainly be added to the western route, and goes to prove the importance of Dindigul to be such, that merchants have gone there in spite of its being so far off the line and of the want of road.

23. The Agent remarks, that he has excluded all Salem traffic from his tables, as it would go by either route, but it must be remembered that the Caroor line would be better for it, on account of its being forty-four miles shorter.

24. Another reason for not relying too much on the traffic now going on is, that this is an exceptional year, on account of the expected scarcity in Madura paddy is now pouring down in that direction from Tanjore District.

25. The Collector of Madura and others in the District, assured me that, as a rule, it produced enough for the consumption of its own inhabitants, and that it even exported to Ceylon, during good years.

- From Collectors of Tanjore, Trichinopoly, Coimbatore, Tinnevely, and Madura, dated respectively 5th, 13th, 18th, and 23rd November 1867.
- From Superintending Engineers, 7th and 8th Divisions, dated 6th November and 3rd December 1867, respectively.

ment that a line from Trichinopoly to Madura would benefit the people of Tanjore and Trichinopoly, more than a line from Caroor, and of this there is no doubt.

27. The Collector of Tinnevely's first argument in favor of the Trichinopoly line is, that the south would be brought fifty miles nearer to Military head-quarters; but I think that if troops are required they will in all probability go from Bangalore, or Madras, and thus have forty-four miles less to travel,* and in any case the extra two hours required to go over the distance would not make much difference.

28. With regard to his second reason, I have already stated that we can count on all the *through traffic* going by the Dindigul route, and have given a comparative statement of the expense of one cart load.

29. The other writers are all strongly in favor of the western route. I had hoped to add a letter from the present Acting Collector of Trichinopoly, who advocates the Dindigul line, but it has not yet come to hand.

30. I also forward a map, showing the probable direction of the alternative lines.

From the Collector of Tanjore, to the Acting Consulting Engineer for Railways, dated Vallam,
Tanjore Talook, 5th November 1867, No. 861.

1. In reply to your letter of the 30th October 1867, No. 422, I have the honor to state, that neither of the two alternative lines therein referred to runs through this district, both being beyond its limits, and I have no means, therefore, of judging of their relative merits.

2. Taking, however, the one from Trichinopoly to Madura by itself, I have every reason to believe that it will be largely used and remunerative. Of late years, the quantity of rice grain that passes from this district to Madura and Tinnevely has been very great, and during native festivals, for which Tanjore, Trichinopoly, and Madura are equally celebrated, the passenger traffic between these districts may be expected to increase to a large extent if there is a direct line of communication by rail. The same amount of traffic, whether in goods or passengers, cannot, however, be expected to pass by the indirect and circuitous line by Caroor; for the grain will then continue to find its way by the shorter and, necessarily, cheaper cart road, and the mass of natives will also not use the Railway to the extent that they would if they had a direct and cheaper line of communication available.

From the Acting Collector of Trichinopoly, to the Consulting Engineer for Railways, dated
Trichinopoly, 8th November 1867, No. 69.

1. Adverting to your letter of the 30th ultimo. No. 423, I have the honor to inform you that the only statistics of the traffic between Trichinopoly and Madura which I can discover are two returns, one taken four miles from Trichinopoly between the 23rd and 27th September 1861, showing a daily average of 293 carts, and the other taken at Veralinallay seventeen miles from Trichinopoly, between 31st August and 5th September 1863, showing a daily average of 364 carts.

2. For about twenty miles the direct line passes through the Tondiman's territory.

3. No part of the line from Caroor to Madura passes through this district, and it is, therefore, not in my power to furnish any statistics of the traffic passing along it.

4. I have ridden over both lines, and am well acquainted with the country, and to my unprofessional eye the construction of a Railway along either would be about equally easy. As regards the traffic I have formed a decided opinion in favor of the Dinidigul line.

5. Dindigul is itself a place of some little importance, whereas, between Trichinopoly and Madura, there is nothing approaching to the rank of a town. Besides much of the traffic between Trichinopoly and Madura is from Madras, and the whole of this would naturally seek the Erode, Caroor, and Dindigul route, whereas the heavy traffic from the coast and Madura to Paulghaut, which now passes near Dindigul, and which would naturally be caught by this line, would not, in my opinion, be diverted by a line from Madura to Trichinopoly.

6. Considering that the distance from Madura to Caroor and to Trichinopoly is the same, I can see no sufficient reason for forcing round by Trichinopoly all traffic tending north of Caroor. In fact, as far as I am capable of judging, from whatever point of view I regard the subject, I can form no other conclusion than that the Caroor, via Dindigul, line is by far the best.

From the Collector of Coimbatore, to the Consulting Engineer for Railways, dated Coimbatore,
13th November 1867, No. 29.

1. In reply to your letter of the 30th ultimo, No. 424, I beg to offer the following remarks.

1. In reply to your letter of the 30th ultimo, No. 424, I beg to enclose herewith a copy of the proposed extension of the
2. An important point to be borne in mind with reference to the proposed extension of the Great Southern of India Railway is, that, at present, the whole of the inland trade between Western India (in Madras Presidency) and the south-east coast goes via Paulghaut, Poolachy, Oodoomulpettah, Pulney, and Dindigul and *vice versa*.

3. Dindigul and Paulghaut are the two principal points to be connected. The Great Southern of India Railway should originally have, I consider, taken this route. It would then have started from Paulghaut, a centre of trade, and gone on to Poolachy, where, at a weekly market, some 50,000 Rupees worth of things exchange hands. This place would also have been the station for the Annamalai hills 8,000 feet high, and which are now being opened out with Coffee and Chinchona plantations. The line should then have run on to Oodoomulpettah, the cotton country of Coimbatore, and thence to Pulney, famous for its temple, and to which tens of thousands of people flock annually. This place would also have been the station on the north side of the Pulney hills. Next comes Dindigul, through which, as already observed, all the trade passes from the west coast and vice versa. Whether this line of trade goes through Madura, I cannot say. From the position of Dindigul on the east of the Pulney hills, all the west coast trade must pass through it.

4. Between Caroor and Dindigul, a distance of about 48 miles, there are not, so far as I am aware, any physical difficulties to be overcome in the construction of a Railway, and I do not think that the country between Dindigul and Madura presents any difficulties.

5. With regard to the line from Trichinopoly to Madura I can say but little, as my knowledge of that part of the country is imperfect, but I expect that it will present greater difficulties than the Caroor and Dindigul line.

6. Whatever is done, the trade I have alluded to should be secured. At present the two prominent marks on the east and west coasts respectively are Dindigul and Paulghaut. One has only to look at the map to see why these two places hold such important positions with regard to the trade of the country. Suppose it is determined to carry the line from Caroor to Dindigul and the trade of the country. Suppose it is determined to carry the line from Caroor to Dindigul and the trade of the country. Suppose it is determined to carry the line from Caroor to Dindigul and the trade of the country.

7. The loss to the existing Railway (South-West Railway) from the fact of the line passing at a distance from the town is simply enormous. In most cases the local traffic is carried by country bandies. Take Coimbatore and Paulghat for instance, there is a large trade between these towns, yet very little of it goes by rail. It is almost all carried in country carts along the Walliar road. I really believe it would even now pay the Railway Company well to run the line into these towns.

8. I regret that I have no statistics of the trade between Madura and Trichinopoly, or between the former station and Caroor, nor of the trade between the eastern and western coasts along the line above alluded to; but the present Tahsildar of Poolachy, with whom I was talking the other day about the trade, told me he thought that about 100 bandies passed through Poolachy per diem.

*Proceedings of the Madras Government, Public Works Department,
7th March 1863.*

9. As to the choice of Caroor or Trichinopoly as the Station from which to start the Railway to Madura, the case stands pretty much as follows:—

1. Caroor to Trichinopoly ... 40 miles by rail.
- Trichinopoly to Madura ... 80 do. by road.

Total miles ... 120

with the chance of not catching all the Dindigul trade, a portion would no doubt be intercepted, and whether there is any other considerable trade to be picked upon this line I cannot say.

2. Caroor to Dindigul ... 48 miles by road.
- Dindigul to Madura ... 40 do. do.

Total miles ... 88

With a certainty of intercepting the trade from east to west and vice versa, Dindigul would also be the station to the Pulney Hills, via Pareacolum, on the south, from which point these hills are most accessible. All things considered, I am decidedly in favor of the line from Madura to Caroor via Dindigul.

From the Collector of Tinnevely, to the Acting Consulting Engineer for Railways, dated Tinnevely, 18th November 1867, No. 2,506.

1. In reply to your letter No. 426, dated 30th October 1867, I have the honor to inform you that though I can give no statistics of traffic on the alternative lines from Madura to Caroor or Trichinopoly, both being out of my district, yet I am sufficiently acquainted with the general line of traffic in the south to be able to give a decided opinion that the extension of the Great Southern of India Railway should be from Trichinopoly rather than from Caroor.

2. The line of traffic from the south towards Madras was formerly through Tanjore, Combanam, Mayavaram, Chitambam, Cuddalore, and Pondicherry, before Trunk Road No. 8 was constructed; and though this has diverted through traffic away from the coast, Trichinopoly is about the most westerly point that this traffic is likely to take, all this and the enormous local traffic of the large towns of Tanjore and South Arcot might be carried by a line intersecting the Great Southern of India Railway at Tanjore. The alternative lines mentioned in your letter however are from Caroor or Trichinopoly, and I only allude to Tanjore in case a line from Madras down the coast should be thought of.

3. Trichinopoly is preferable to Caroor as a point of junction for the following reasons:—

1st.—Because Trichinopoly is the head-quarters of a Military division, and if the two southern districts of Madura and Tinnevely be denuded of troops, as proposed when the Railway is opened, we should be some fifty miles nearer Military head-quarters than if the line took off from Caroor.

2nd.—Because much of the southern traffic with Trichinopoly and the whole of that with Tanjore would be lost to the Railway if it had to go round by Caroor, and

3rd.—Because the country between Trichinopoly and Madura is about the easiest that could be selected for constructing a Railway.

From the Collector of Madura, to the Acting Consulting Engineer for Railways, dated Madura, 23rd November 1867, No. 1,836.

1. In reply to your letter, dated the 30th ultimo, No. 425, I have the honor to state that I am in favor of the construction of a line from Madura to Caroor, via Dindigul. This was the opinion of Messrs. Clarke and Lvinge, the late Collectors of the district. I will quote here, for your information, paragraphs 2 and 3 of Mr. Lvinge's letter to Government, under date the 14th February 1861, No. 98, in the observations contained in which I concur.

*Proceedings of the Madras Government, Public Works Department,
7th March 1863.*

Paragraph 2. "There is more passenger traffic on the line between Madura and Trichinopoly than between Madura and Caroor, but there is more goods traffic in the neighbourhood of the latter line. The passenger traffic is not with Trichinopoly only but with Madras and places beyond it."

Paragraph 3. "Mr. Johnston remarks on the small amount of traffic between Madura, Dindigul, and Caroor, but there is great traffic in cotton, tobacco, rice, cloths, salt, jaggery, &c., between Oodoomulcottah and Pulney with Madura, Tinnevely District and Travancore, which taking a line of road running along the foot of the Pulney hills about five or six miles west of and parallel to the road which Mr. Johnston passed along, so that it did not come under his observation, or he could not have failed being struck with the number of laden bandies passing up and down. The valley through which this line passes is not more than 12 miles long, having hills on each side capable of growing coffee, &c., and yielding some good timber."

2. I beg to enclose a Memorandum of the traffic which entered the Madura town by the roads from Caroor to Madura via Dindigul and from Trichinopoly, obtained from the Municipal Commissioners; you will observe that the traffic on the former line is greater than on the latter, thus supporting the opinion of Mr. Lvinge above quoted.

3. I have also the honor to forward a list of villages with population situated within 5 miles of each line.

Statement of Traffic on the lines from Madura to Caroor via Dindigul and to Trichinopoly.

Month and date.	TRICHINOPOLY ROAD.									
	Four wheel- ed carriage on springs.	Two wheel- ed do. do.	Country carts laden.	Country carts not laden.	Bullocks laden.	Horses laden.	Pony laden, &c.	Elephant	Camel	Ass laden.
1	...	2	167	18	1	1	6	...	...	...
2	1	...	160	15	1	...	5	...	...	...
3	...	7	160	15	...	2	6	1	3	5
4	...	9	123	13	...	2	7	...	...	...
5	...	5	149	26	...	...	7	...	...	6
6	5	6	133	28	...	...	9	...	...	...
7	1	9	118	23	...	...	9	...	...	...
8	2	11	118	21	...	...	6	...	...	...
9	1	9	128	18	...	3	...	...	...	...
10	...	5	108	10	1	...	16	...	...	...
11	...	5	143	20	...	...	6	...	...	...
12	1	8	168	23	...	...	2	...	...	...
13	2	7	107	26	...	...	2	...	...	...
14	3	3	153	19	...	...	19	...	...	...
15	3	7	224	32	...	...	1	...	8	...
16	...	3	232	53	...	...	5	...	...	...
17	4	1	464	60	1	2	5	...	...	...
18	3	...	252	88	...	3	...	...	...	...
19	2	6	166	45	...	...	1	...	...	...
20	4	8	214	243	...	...	6	...	...	...
21	2	3	230	342	1	...	1	...	...	...
22	1	5	198	274	...	...	6	...	...	...
23	2	...	76	94	...	...	4	...	...	...
24	...	2	60	32	3	...	1	...	...	...
25	...	5	79	27	...	...	2	...	...	...
26	...	5	43	14	...	2	2	...	...	...
27	...	4	51	29	...	...	...	...	...	...
28	...	2	78	33	...	3	2	...	...	...
29	1	7	40	33	...	1	1	...	...	...
30	...	3	60	50	...	...	...	...	...	...
	37	147	4,422	1,709	8	21	139	1	6	11

Proceedings of the Madras Government, Public Works Department,
7th March 1868.

Statement of Traffic on the lines from Madura to Caroor via Dindigul and to Trichinopoly.

Month and date.	DIVERSE ROAD.									
	Four wheel- ed carriage on springs.	Two wheel- ed do. do.	Country carte laden.	Country carte not laden.	Bullocks laden.	Horns laden or riden.	Pony laden or riden.	Elephant	Camel.	Asses laden.
1	1	1	172	37	24	...	46	...	...	24
2	1	1	177	20	13	...	9	...	...	20
3	1	2	158	34	27	...	9	...	...	4
4	2	2	199	20	18	1	33	...	...	13
5	1	1	160	1	33	2	16	...	...	7
6	1	6	212	18	17	3	14	...	...	2
7	...	2	207	24	36	1	0	...	...	20
8	3	2	201	15	13	...	17	...	...	6
9	1	1	118	14	16	...	11	...	...	...
10	4	3	198	31	22	2	13	...	...	...
11	2	1	184	32	28	...	24	...	...	19
12	4	5	129	30	14	1	17	...	...	7
13	1	4	133	17	16	1	2	...	...	...
14	...	8	157	50	22	1	5	...	...	3
15	8	5	273	11	19	2	13	...	...	...
16	4	15	417	24	10	7	19	...	...	3
17	2	2	1,001	76	22	6	28	...	...	...
18	1	4	544	57	27	3	17	...	...	...
19	2	3	166	63	13	...	14	...	...	14
20	...	2	95	9	2	...	31	...	...	...
21	...	3	80	20	14	...	3	...	...	...
22	2	2	124	31	29	1	13	...	...	1
23	...	...	77	14	15	...	5	...	...	2
24	2	4	95	14	34	1	14	...	...	2
25	1	3	124	26	11	2	23	...	...	...
26	1	2	94	21	31	4	12	...	...	...
27	1	1	65	7	13	1	12	...	...	...
28	...	2	80	10	9	...	4	...	...	...
29	...	5	131	31	23	3	10	...	...	3
30	...	1	47	12	12	3	...	...	...	...
	41	93	5,850	775	581	45	444	...	...	150

(Signed) D. ARBUTHNOTT,
Collector.

A Statement showing the number of Villages situated within five miles on both sides of Road No. 4, leading from Madura to Trichinopoly, as also population, and description of produce of the villages.

Particulars of the road.	Names of the villages within five miles of the road.		Number of houses.	Number of population.	Remarks.
Road No. 4. These villages situate within the limits of Madura talook.	1	Tallacolum ...	...	253	There is no produce worthy of exportation. The ryots used to sell paddy, &c., grains, by carrying the same to Melur. Merchants also frequent these villages for buying grains.
	2	Oothengoody ...	...	87	
	3	Vundiyoor ...	...	264	
	4	Aundakottaram ...	...	90	
	5	Melamaday ...	...	41	
	6	Sathamungalum ...	...	73	
	7	Managherri ...	...	172	
	8	Madichiem ...	...	109	
	9	Olaganeri ...	...	21	
	10	Kalikappan ...	...	20	
	11	Tindiyoor ...	...	38	
	12	Vilathur ...	...	21	
	13	Yellamanur ...	...	42	
	14	Kolicoody ...	...	61	
	15	Pottapaniyoor ...	...	20	

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A Statement showing the number of Villages situated within five miles on both sides of Road No. 4, leading from Madura to Trichinopoly, &c.—(Continued.)

Particulars of the road.	Names of the villages within five miles of the road.		Number of houses.	Number of population.	Remarks.
Road No. 4. These villages, situate, within the limits of Madura talook.	16	Rajakoor ...	127	565	There is no produce worthy of exportation. The ryots used to sell paddy, &c., grains by carrying the same to Madura. Merchants also frequent these villages for buying grains.
	17	Panaykolum ...	34	208	
	18	Tirookanay ...	59	251	
	19	Poolampatty ...	85	317	
	20	Tiroomoooor ...	91	446	
	21	Rajagemberom ...	27	147	
	22	Tamarapatty ...	237	1,146	
	23	Yelangiyendul ...	17	84	
	24	Sithakoor ...	34	150	
	25	Valachikolum ...	22	131	
	26	Sellum ...	159	761	
	27	Thathanery ...	73	314	
	28	Goripoliem ...	189	683	
	29	Naganakolum ...	20	92	
	30	Parasooramenputty ...	12	51	
	31	Kannanaindul ...	70	277	
	32	Paichikolum ...	13	74	
	33	Tirooppalay ...	131	426	
	34	Aunayoor ...	191	782	
	35	Selianery ...	29	137	
	36	Mungalacoody ...	29	131	
	37	Poodoopatty ...	44	216	
	38	Arambanur ...	123	624	
	39	Mattur ...	187	813	
	40	Eranniem ...	42	159	
	41	Kathakinoor ...	18	98	
	42	Kidachiva Naindul ...	5	20	
	43	Tooyanery ...	6	35	
	44	Velliakoondum ...	229	1,052	
	45	Appen Tirooppaly ...	28	116	
	46	Mangolum ...	614	2,134	
	47	Ayilangoody ...	20	108	
	48	Narasingum ...	93	481	
	Total villages 48.		4,258	18,979	
	1	Narasingumputty ...	323	1,458	These villages yield paddy, ragge, cholam, cumboo, black gram, green gram, rape seed, horse gram, &c., grains. They are being chiefly carried to Madura, Tinnevely, and other places on account of trade. Black and green grams and rape seed are being carried to Trichinopoly and Tanjore Districts.
	2	Maroodoor ...	51	163	
	3	Sathirmadangan ...	8	36	
	4	Terkootheroo ...	465	1,557	
	5	Arittapatty ...	296	1,216	
	6	Kallumputty ...	338	973	
	7	Soorakoondoo ...	388	1,100	
	8	Pathinettangoody ...	186	749	
	9	Vellalputty ...	39	194	
	10	Manickomputty ...	9	44	
	11	Kottagoody ...	269	1,155	
	12	Arasappanputty ...	93	436	
	13	Panangaudy ...	110	419	
	14	Melur ...	1,167	4,419	
	15	Auttoocolum ...	101	395	
Road No. 4. These villages situate in the limits of Melur Talook.	16	Sathamangalum ...	230	610	
	17	Vunnanparapatty ...	48	166	
	18	Taniamungalom ...	279	944	
	19	Keelayoor ...	247	1,055	
	20	Navinipatty ...	459	1,578	
	21	Vallanputty ...	797	3,421	
	22	Yetimungalom ...	91	405	
	23	Kavattiemputty ...	23	152	
	24	Pulypatty ...	168	670	
	25	Sennagaromputty ...	321	1,168	

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A Statement showing the number of Villages situated within five miles on both sides of Road No. 4, leading from Madura to Trichinopoly, &c.—(Concluded.)

Particulars of the road.	Names of the villages within five miles of the road.	Number of houses.	Number of population.	Remarks.
Road No. 4. These villages situate in the limits of Melur talook.	26 Melaralavoo ...	724	2,470	These villages yield paddy, raggee, cholam, cumboo, black gram, green gram, rape seed, horse gram, &c., grains. They are being chiefly carried to Madura, Tinnevely, and other places on account of trade. Black and green grams and rape seed are being carried to Trichinopoly and Tanjore Districts.
	27 Ihoombaputty ...	467	1,718	
	28 Attaputty ...	392	965	
	29 Boothamungalum ...	402	1,387	
	30 Koodookumputty ...	419	1,359	
	31 Pattur ...	307	1,410	
	32 Kachiroyemputty ...	747	2,960	
	33 Karoongalakoodu ...	2,249	7,402	
	34 Tiroochonnay ...	285	1,131	
	35 Sookaumputty ...	168	442	
	36 Chockalingapooram ...	1,013	2,765	
	37 Coottamputty ...	438	1,811	
	38 Valacheriputti ...	190	764	
	39 Manappacheri ...	606	1,662	
	40 Koonnaromputty ...	223	1,216	
	41 Roothakoodu ...	175	753	
	42 Pallaputty ...	171	455	
	43 Silambakonaputty ...	47	161	
	44 Chokunputty ...	471	1,745	
	45 Pottaputty ...	253	872	
	46 Tonthilingapooram ...	155	499	
	47 Sooraputty ...	64	213	
	Total Villages 47.	16,436	58,917	
	Grand Total Villages 95 ...	20,696	77,916	

(Signed) D. ARBUTHNOTT,
Collector.

A Statement showing the number of Villages situated within five miles on both sides of the Road No. 15, leading from Madura to Caroor and other places, via Dindigul, as also population and description of produce of the Villages.

Particulars of the road.	Names of the villages situated within five miles.	Number of houses.	Number of population.	Remarks.
Road No. 15. These villages situate in the limits of Madura talook.	1 Vilangooty ...	111	795	There is produce worthy of exportation. The ryots used to sell paddy, &c., grains by carrying the same to Madura. Merchants also frequent these villages to buy grains.
	2 Covil Pappagooty ...	91	477	
	3 Athalay ...	116	890	
	4 Polumboo ...	117	713	
	5 Kallicoody ...	39	221	
	6 Samianalloor ...	183	994	
	7 Thodanery ...	87	495	
	8 Andiputty ...	205	859	
	9 Thothemputty ...	109	633	
	10 Iroalinnickenputty ...	209	1,041	
	11 Kuchaikutty ...	1,131	4,960	
	12 Koudienputty ...	157	784	
	13 Nagari ...	30	132	
	14 Tirooranoor ...	134	639	
	15 Sithalengooty ...	201	1,249	
	16 Neerathban ...	171	1,288	
	17 Toverimaun ...	177	817	
	18 Arappaliem ...	155	778	
	19 Koachady ...	195	1,183	
	20 Paravay ...	244	1,114	
	21 Madacolem ...	426	2,123	

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A Statement showing the number of Villages situated within five miles on both sides of the road No. 15, leading from Madura to Caroor and other places, &c.—(Continued.)

Particulars of the road.	Names of the villages situated within five miles.	Number of houses.	Number of population.	Remarks.
Road No. 15. These villages situate in the limits of Madura talook.	22 Tirupparangoondrum ...	594	2,891	There is produce worthy of exportation. The ryots used to sell paddy &c., grains by carrying the same to Madura. Merchants also frequent villages to buy grains.
	23 Vilacherry ...	595	3,108	
	24 Pommany ...	171	794	
	25 Yerakoodu ...	45	329	
	26 Achamputhoo ...	59	201	
	27 Keelamathur ...	164	725	
	28 Melamathur ...	62	396	
	29 Kodimungalem ...	244	1,352	
	30 Melakaul ...	183	1,155	
	31 Tiroovedagum ...	238	1,218	
	32 Sholavundan ...	561	2,975	
	33 Pettay ...	89	416	
	34 Tengari ...	337	1,563	
	35 Mullipallam ...	402	2,134	
	36 Munnadimungalem ...	389	2,081	
	37 Iroompally ...	209	1,154	
	38 Caroopputty ...	35	1,053	
	39 Natchicolem ...	164	815	
	40 Ramarajapooram ...	136	645	
	Total Villages 40.	9,349	46,913	
Road No. 15. These villages situate in the limits of Dindigul talook towards Caroor.	1 Koodalur ...	676	2,419	There are no special productions in these villages, except paddy, raggee, Cholam, horse gram, dholl, moohay Tobacco, &c., which are carried to other places only in favorable seasons.
	2 Lindakottay ...	502	1,939	
	3 Palliom ...	698	2,848	
	4 Kottanutham ...	521	2,001	
	5 Inanthooliputti ...	68	280	
	6 Caringul ...	265	1,060	
	7 Devastanum Thindakul ...	40	171	
	8 Vadugunpady ...	428	1,716	
	9 Oollakottay ...	104	744	
	10 Poodukottay ...	543	2,164	
	11 Chinnillooppay ...	139	592	
	12 Karikaly ...	297	1,233	
	13 Combay ...	614	2,400	
	14 Nallur ...	152	485	
	15 Vemhoor ...	152	485	
	16 Vellamputty ...	619	2,495	
	17 Nagienkottay ...	129	537	
	18 Baganuthum ...	359	1,291	
	19 Yeriyoody ...	215	1,299	
	20 Nallamunnokottay ...	296	1,280	
	21 Peroompully ...	327	1,740	
	22 Chithur ...	85	387	
	23 Marembandy ...	170	921	
	24 Mallamputty ...	318	1,518	
	25 Pandiyur ...	65	319	
	26 Koluthur ...	510	2,186	
	27 Seelaypandy ...	271	1,166	
	28 Chitty Naikenputty ...	291	1,541	
	29 Alakooanputty ...	390	1,721	
	30 Moolipandy ...	115	413	
	31 Balakrishnapooram ...	345	1,659	
	32 Dindigul ...	252	1,319	
	33 Dodanoothoo ...	2,328	8,911	
	34 Sindilangoondoo ...	291	1,651	
	35 Anayputty ...	638	3,943	
	36 Teena Poodooputty ...	127	551	
	37 Cooroombaputty ...	99	400	
		161	813	

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7th March 1863.

A Statment showing the number of Villages situated within five miles on both sides of the road No. 15, leading from Madura to Caroor and other places, &c.—(Concluded.)

Particulars of the road.	Names of the villages situated within five miles.	Number of houses.	Number of population.	Remarks.
Road No. 15. These villages situate in the Dindigul talook towards Caroor.	38 Pullaputty ...	397	1,725	There are no special productions in these villages, except paddy, raggy, Cholam, horse-grass, dholl, molay, Tobacco, &c., which are carried to other places only in favorable seasons.
	39 Adianoothoo ...	308	1,312	
	40 Punjenputty...	277	1,415	
	41 Vakamputty...	138	1,022	
	42 Koommumpetty ...	107	732	
	43 Pithalaputty ...	139	738	
	44 Pillianuthom ...	154	718	
	45 Alauarathuputty ...	177	1,019	
	46 Vellodoo ...	483	2,818	
	47 Kolakomputty ...	277	1,268	
	48 Keelakottay...	212	1,265	
	49 Ambattary ...	632	3,516	
	50 Teppompully...	62	269	
	51 Moonnilaykottay ...	284	1,658	
	52 Jambootharakotty ...	302	1,560	
	53 Oroothattoo ...	670	3,047	
	54 Ammaputty ...	138	651	
	55 Malinkoundiputty ...	457	2,411	
	56 Koollukoundoo ...	325	2,064	
	57 Chinnakoovaurputty ...	724	4,116	
	58 Pullaputty ...	667	2,921	
	59 Thathengulum ...	27	134	
	60 Muttapalay ...	730	658	
	61 Koolaeegarenkottay ...	371	2,002	
	62 Taichiem ...	602	2,576	
	Total Villages 62.	21,509	99,816	
	Grand Total Villages 102.	30,909	146,719	

(Signed) D. ARBUTHNOTT,
Collector.

From the Superintending Engineer, 7th Division, to the Consulting Engineer for Railways, dated Camp at Vitta, 6th November 1867, No. 151.

In reply to your letter No. 429, of 30th October, I have the honor to state my inability to give you an opinion as to the alternative lines from Madura to Trichinopoly and Caroor respectively, with reference to the nature of the country, as I have no personal knowledge of either line. I can only say on that score that the short distance within Coimbatore limits of the latter line will be found cheap and easy of construction.

2. On the score of traffic, I am strongly of opinion that it would be a great mistake to adopt the route from Madura to Trichinopoly as that for the southward extension of the existing Railway communications of this Presidency. It would probably result on the loss of most of that valuable traffic which now goes direct from the south to Coimbatore, Palghat, and Malabar, and which a route through Caroor would as probably intercept.

From the Officiating Superintending Engineer, 8th Division, to the Consulting Engineer for Railways, dated Madura, 3rd December 1867, No. 1,753.

1. With reference to your letter No. 429, of the 30th October 1867, I have the honor to inform you, that I have been trying to get reliable information as to the amount of traffic that

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passes through the Madura District, both from Trichinopoly and from Dindigul, and enclose copies of returns, viz.—

I. Of traffic that passed the toll gates at the town of Madura, on both roads, for the month of April 1867.

II. Of traffic noted by order of the Range Officer at the causeway over the Madura river, in the months of May and June 1867, being on the road from Trichinopoly.

III. Of traffic registered by the Range Officer's instructions in September and October 1867, on the road between Sholavandan and Tirumungalum.

2. The first return gives an average of 204 country carts a day, taking laden and unladen together; but this is the number that paid toll, that is, those passed through the gate into the town, only on the Trichinopoly road: hence the traffic at that point in both directions may safely be set down as 408 carts.

For the road from Dindigul, the same returns shows 6,625 carts in all, at a daily average of 220 that paid toll: or of 440 that passed the toll gate in both directions.

The second return shows the number of carts that crossed the causeway, on the Trichinopoly road, in the month of May, to be 478 daily, and in June, 541, these numbers representing the total traffic in both directions.

The third return shows the traffic that passed between Sholavandan and Tirumungalum, to be on an average 240 carts a day between 27th September and 13th October 1867, and this traffic comes through the Dindigul valley, by the road from Palghat through Pulney and Amma-naickenoor, which is noticed in paragraph 2 of my letter to you, No. 1,279, of the 5th October.

3. The average of the three months' traffic, as noted on the Trichinopoly road, is 479 carts; the one return for the Dindigul road gives 440 carts daily: but to this there should be added the 240 carts on the Sholavandan road, making a total of 680. Sholavandan is 14 miles up the Vigay river from Madura; and there being a direct road to Tirumungalum, the traffic going south of Madura takes that line already pretty freely, although the road is in an unfinished state.

4. Hence it would appear that the traffic through the Dindigul valley is now greater than that on the Trichinopoly road, although the latter is a metalled and bridged road.

In the 40 miles between Caroor itself and Dindigul, there can be but very little transport of produce; it is the Dindigul valley, lying between the Siroomullay hills and the Pulneys, through which the great traffic passes to the Coimbatore country: this would remain untouched if the extension of the Railway were made from Trichinopoly, but will be taken up by a line through Dindigul.

5. Again, the distance from Caroor through Dindigul to Madura, by Railway, is just the same as that from Trichinopoly to Madura, so that, for the through traffic with the south, there is a saving of some 40 miles by the direct line between Caroor and Madura. As to the nature of the country that will be met with, I consider there is very little difference within the limits of the Madura District. There are no natural obstructions to the approach of the line in either direction, there is no large river to be bridged till the Vigay river at Madura is reached: the line from Trichinopoly would not pass through any richly cultivated land, and that through Dindigul may skirt round the Seroomullay hills and keep above the belt of cultivation from the Vigay river. Building stone is procurable all along both of the lines, in fact the circumstances of both talooks are very much the same: the Meyloor talook, through which the Trichinopoly road runs, is high and dry, and poor; the Dindigul talook, but little more prosperous; skilled labor is hardly to be obtained in either, and ordinary labor is not to be commanded to any great extent.

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7th March 1868.*

6. My opinion is, that the country will be much more benefited by the line from Caroor than by that from Trichinopoly.

Statement showing the number of Vehicles passed through the Toll Gates on Trunk Road No. 4 and Dindigul road during the month of April last.

	Four wheeled carriage on spring.	Two wheeled carriage on spring.	Country carts without spring, laden.	Carts not laden.	Bullocks laden.	Horse or Pony laden or ridden.	Do. do. not laden or ridden.	Elephant.	Camels.	Asses laden.
Trunk Road No. 4, Trichinopoly road...	36	145	4,424	1,709	8	148	12	1	6	11
Dindigul road ...	41	93	5,850	775	581	493	6	...	...	150

(True Copy.)

MUNICIPAL COMMISSIONER'S OFFICE,
MADRAS,
18th November 1867.

(Signed) D. ARBUTHNOTT,
President.
(Signed) H. L. PRENDERGAST, Captain, R. E.,

Traffic return on Road No. 4, during the month of June 1867.

Month and date.	Laden Carts.	Country Carts.	Total.	Month and date.	Laden Carts.	Country Carts.	Total.
June 1st ...	325	176	501	June 17th ...	395	257	652
" 2nd ...	413	97	510	" 18th ...	409	197	606
" 3rd ...	325	164	489	" 19th ...	387	175	562
" 4th ...	297	156	453	" 20th ...	298	96	394
" 5th ...	270	163	433	" 21st ...	369	213	582
" 6th ...	814	121	935	" 22nd ...	287	115	402
" 7th ...	278	136	414	" 23rd ...	325	221	546
" 8th ...	416	187	603	" 24th ...	347	199	546
" 9th ...	369	163	532	" 25th ...	375	188	563
" 10th ...	435	189	624	" 26th ...	425	164	589
" 11th ...	349	173	522	" 27th ...	412	196	608
" 12th ...	425	197	622	" 28th ...	375	179	554
" 13th ...	352	219	571	" 29th ...	299	150	449
" 14th ...	395	146	541	" 30th ...	567	256	823
" 15th ...	367	196	563				
" 16th ...	421	113	534	30 ...	11,030	5,217	16,247

(True Copy.)

(Signed) A. COLQUHOUN,
Sub-Engineer, 1st Range.

*Proceedings of the Madras Government, Public Works Department,
7th March 1868.*

Traffic Returns on Road No. 4 during the month of May 1867, taken at pavement across the Vignay river at Madura.

Month and date.	Laden carts.	Empty carts.	Total.	Month and date.	Laden carts.	Empty carts.	Total.
May 1st ...	375	127	502	May 18th ...	247	109	356
" 2nd ...	369	129	498	" 19th ...	269	109	378
" 3rd ...	354	113	467	" 20th ...	245	113	358
" 4th ...	297	105	402	" 21st ...	236	109	345
" 5th ...	420	213	633	" 22nd ...	205	97	302
" 6th ...	415	221	636	" 23rd ...	197	86	283
" 7th ...	298	172	470	" 24th ...	296	159	455
" 8th ...	351	157	508	" 25th ...	247	115	362
" 9th ...	411	196	607	" 26th ...	317	152	469
" 10th ...	297	254	551	" 27th ...	317	123	440
" 11th ...	411	165	576	" 28th ...	335	172	507
" 12th ...	295	146	441	" 29th ...	417	198	615
" 13th ...	343	217	560	" 30th ...	409	213	622
" 14th ...	417	192	609	" 31st ...	354	196	550
" 15th ...	279	124	403				
" 16th ...	245	152	397		9,953	4,792	14,745
" 17th ...	285	162	447				

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Offg. Superintending Engineer, 8th Division.

Traffic Return on Road No. 26 during portions of September and October 1867, taken at point between Sholavanthan and Teroomungalam.

Month and date.	Number of carts per diem.	Month and date.	Number of carts per diem.	Remarks.
September 27th ...	208	October 7th ...	254	
" 28th ...	267	" 8th ...	269	
" 29th ...	213	" 9th ...	166	
" 30th ...	255	" 10th ...	253	
October 1st ...	259	" 11th ...	273	
" 2nd ...	231	" 12th ...	194	
" 3rd ...	215	" 13th ...	204	
" 4th ...	266			
" 5th ...	281			
" 6th ...	281			
			4,081	÷ 17 = 240

MADRAS,
7th November 1867.

(Signed) A. COLQUHOUN,
Sub-Engineer in charge, 1st Range.

(True Copy.)

(Signed) C. V. WILKIESON, Lieut.-Colonel, R. E.,
Superintending Engineer, 8th Division.

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7th March 1868.

No. 170.

ORDER THEREON, 7th March 1868, No. 772.

RAILWAY, No. 12.

Recorded, with reference to the
Order of the 14th February 1868
No. 520.

(True Extract.)

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

(True copy)
Am. A. M. (all P. B.)
Secretary to Govt.

To the Consulting Engineer for Railways.

Revenue Dept.

Rev: 1868. Oct 11th
For Govt of Mass.

President of the
P. & N. R. Co.

Dated 10th of March
Received 10th of 1868.
88-1172.

214000-13 March

Submitting report
of the Commission
of the line of route
between New York
Albany and Bridge
Plains of the
Saratoga, the
line of the
Albany and
Saratoga
Railway
with details

No 219-220

219-220

88-665

Comptroller
General of the
Revenue

13th March

13th March 1868

13th