M.R.O. 1—10,006—28-2-50.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 1602-03 Press
B.P.—No. Mis.

Dated 7 - 6 1875 —195—.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
7th June 1875.

Read the following papers :—

No. 166. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd April 1875, No. 186.

In compliance with the instructions conveyed in the Order of Government, dated the 8th March 1875, No. 662, I have the honor to submit the following observations upon the points raised in the letter* from the Directors of the Pondicherry Railway Company, with regard to the route to be followed by the proposed Railway between Villapuram and Pondicherry—

* Dated 30th November 1874.

I.—The British and French portions of the Railway should without doubt meet at the Gingee river. In the Board's letter the midstream line of the river is spoken of as the frontier between the two territories; but it will probably be necessary that the bridge (which will be a work of some magnitude) should be entirely constructed by one Company or the other, in which case the east or west bank of the river will become the dividing line.

II.—I am of opinion that the isolated block of French territory should not be traversed by the railway, unless arrangements can be made for its transfer, or for the transfer of so much as would be required for Railway purposes, to the British Government. The following opinion expressed by the Chief Engineer of the South Indian Railway Company will show that the French territory to the west of the river Gingee can be altogether avoided without practical difficulty :—

"I am of opinion that it will be practicable to avoid altogether the isolated patches of French territory to the west of the river Gingee. I send you, herewith, a Survey (Drawing No. 329) made for this (South Indian Railway) Company of the line of country between Villapuram (Belpur) and the river Gingee with a view to carrying out a branch, or part of one, to Pondicherry. The red line represents the route selected as best without reference to French or English territory.

"When I discovered that this line crossed an outlying plot of French territory, I instructed the surveying party to search for a course that would keep entirely on British ground, and the blue line leaving the red one at 5 miles, and again joining it at about $13\frac{1}{2}$ miles was the result.

"This alternative line (blue) would entail an extra length of construction of about 50 chains, as compared with the original red line.

"Another route clearing altogether French territory is available in the direction of the dotted blue line (Drawing No. 329,) which, allowing for deviations to avoid tanks and villages, would probably turn out about the same length as by the full blue line.

"The comparative cost of the red line, and of the red and full blue line, would, I think, be nearly as their lengths. With regard to the dotted blue line, I am not in a position, having taken no levels along it, to say positively how it compares with the blue line; but from my recollection of the locality, I do not think that there can be much difference.

"The decision as to which line to adopt will have to be made after a further survey of the ground, but in the meantime it is evident that a line can be got which avoids French territory by adding to the direct route which does cross it a length of about three-fourths of a mile, and that the relative cost of these lines will be as their length."

III.—I am, however, of opinion that, if arrangements can be made for the transfer to the British Government of the isolated block in question, or for the transfer of so much of it as would be required for Railway purposes, the line should be carried by the direct route, as shown in red upon Mr. Logan's survey.* My reasons are as follow:—

* Tracing No. 329, herewith sent.

(1.) The red line is shorter by some 50 or 60 chains, and would, therefore, cost less by about Rupees 35,000.

(2.) An examination of the country during last year led me to the opinion that in other respects the construction of the Railway along the red line would be cheaper, inasmuch as it follows the water-shed more closely.

(3.) A Railway following the red line would be more convenient to the population and trade of the country to be traversed than any other. This point is alluded to in the Board's letter.

IV. The Agent of the South Indian Railway Company states that he sees no objection to granting to the French Government the reciprocal conditions referred to in the Pondicherry Railway Company's letter, it being understood that the words "the whole length of the line" mean the entire length from Villapuram to the river Gingee. Subject to this understanding I agree with Mr. Betts.

The two plans received with the Order of Government under reply are returned herewith.

No. 166. Proceedings of the Madras Government in the Revenue Department, dated 3rd May 1875, No. 922.

Proceedings of the Board of Revenue, dated 27th April 1875, No. 1,044.

From J. H. GARSTIN, Esq., Collector of South Arcot, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cuddalore, 23rd March 1875, No. 132.

I HAVE the honor to acknowledge receipt of the Board's Proceedings of the 17th instant, No. 2,161, forwarding to me the Proceedings of Government in the Public Works Department, dated 8th instant, No. 662, in which I am called on to report on the question of the manner in which the proposed line of Railway from Belpur (commonly called Villapuram, Belpur being the Hindustani name,) to Pondicherry shall be carried up to the Gingee river, and to state my opinion that, if possible, it should run entirely through English territory from that river westwards.

2. Judging from the map of the French territories, there seems no reason why this should not be done by taking the line between the villages of Lingareddipoliam and Pallicherry to Kandamangalam, where there is a frontier chowkie, and thence round by Anindapore and so to Villenour, to which last place the line is almost certain to be carried, as it is one of the largest, if not the largest, village in the French settlement after Pondicherry.

3. There is, however, an alternative method of getting over the difficulty of the intervening block of French territory, which Mr. Scott has not alluded to, but which, in the interests of this district, I venture to put forward, viz., an exchange of villages. If the idea is approved by Government, the construction of the railway would be a good opportunity for effecting a rectification of the whole French frontier, an object to which, I have reason to believe, the local French Government is not opposed.

SUBMITTED for the information of Government, with reference to G. O., dated 8th March 1875, No. 662, Public Works Department.

2. A rectification of the Pondicherry frontier has long been a great desideratum, and the present seems a good opportunity for endeavouring to effect it.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

COMMUNICATED to the Public Works Department, with reference to G. O., 8th March 1875, No. 662, of that department.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Officiating Chief Secretary.

No. 167. ORDER THEREON, 7th June 1875, No. 1,602.

RAILWAY, No. 27.

THE Honorable the Governor in Council is of opinion that—

(1.) It will be convenient that the British and French portions of the line of Railway from Belpur (Villapuram) to Pondicherry should meet at the east or left bank of the Gingee river, with a view to the bridge over that river being entirely in the hands of the British Company.

(2.) That the line from Belpur to the Gingee river should be constructed entirely in British territory, as shown by the dotted blue line on Drawing No. 329; this line is but five-eighths of a mile longer than the direct line (shown in red) originally proposed, and may be constructed at an increased cost of about 35,000 Rupees, and its adoption will obviate the inconveniences and delay that would occur consequent on the exchange of villages and rectifications of frontier that would be necessary were the line carried through the isolated block of French territory.

(3.) That the reciprocal conditions proposed by the French Government may be agreed to, subject to compliance with customs regulations, it being understood that the words 'the whole length of the line' mean the entire length from Belpur to the east bank of the Gingee river.

(Here enter No. 1,603, dated 7th June 1875.)

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.
„ Revenue Department.

Exd. S. T. Austin.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 186.

From

LIEUT.-COLONEL J H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In compliance with the instructions conveyed in the Order of Government dated the 8th March 1875, No 662, I have the honour to submit the following observations upon the points raised in the letter[x] from the Directors of the Pondicherry Railway Company, with regard to the route to be followed by the proposed railway between Villapuram and Pondicherry.

[x] Dated 30th Nov.r 74

I The British and French portions

portions of the railway should without doubt meet at the Ginjee river. In the Board's letter, the midstream line of the river is spoken of as the frontier between the two territories; but it will probably be necessary that the bridge, which will be a work of some magnitude, should be entirely constructed by one Company or the other; in which case the east or west bank of the river will become the dividing line

II.

I am of opinion that the isolated block of French territory should not be traversed by the railway, unless arrangements can be made for its transfer,

as for the transfer of so much as would be required for Railway purposes, to the British Government. The following opinion expressed by the Chief Engineer of the South Indian Railway Company will show that the French territory to the west of the river Ginjee can be altogether avoided without practical difficulty.

"I am of opinion that it
"will be practicable to avoid
"altogether the isolated patches
"of French territory to the west
"of the river Ginjee. I send
"you herewith a survey, draw-
"ing No 329, made for this
"S.I.R. Company of the line
"of country between Villapuram
Belpur

"Belfrew and the river Ginyee
"with a view to carrying out
"a branch or part of one to
"Pondicherry. The red
"line represents the route
"selected as best without
"reference to French or
"English territory.
"When I discovered
"that this line crossed an
"outlying plot of French
"territory, I instructed the
"surveying party to search
"for a curve that would
"keep entirely on British
"ground, and the blue line
"leaving the red one at 5 miles,
"and again joining it at
about

"about 13/2 miles was the result.
"This alternative line (blue)
"would entail an extra length
"of construction of about 50 —
"chains, as compared with
"the original red line.
"Another route clearing
"altogether French territory is
"available in the direction of
"the dotted blue line (drawing
"No 329) which, allowing for
"deviations to avoid tanks and
"villages would probably turn
"out about the same length
"as by the full blue line.
"The comparative cost of
"the red line, and of the
"red-and-full-blue line, would
"I think be nearly as their
lengths

"lengths. With regard to the
"dotted blue line I am not
"in a position, having
"taken no levels along it,
"to say positively how it
"compares with the blue
"line, but from my
"recollection of the locality
"I do not think that
"there can be much
"difference.

"The decision as to
"which line to adopt
"will have to be made
"after a further survey
"of the ground, but in
"the meantime it is
"evident that a line can
"be got which avoids French
Territory

"Territory by adding to the
"direct route which does cross
"it a length of about 3/4 of
"a mile, and that the re-
"lative cost of these lines
"will be as their lengths."

III I am however of
opinion that, if arrangements can
be made for the transfer to the
British Government of the isolated
block in question, or for the
transfer of so much of it as
would be required for Railway
purposes, the line should be
carried by the direct route, as
shown in red upon Mr. Logan's
survey. My reasons are as
follow:-

(1) the red line is shorter
by

x Lacing No 329 herewith sent.

by some 60 or 80 claims,
and would therefore
cost less by about £35,000;
(2) an examination of
the country during
last year led me to
the opinion that in
other respects the con-
struction of the rail-
way along the red
line would be cheaper,
inasmuch as it follows
the watershed more
closely;
(3) a railway follow-
ing the red line --
would be more con-
venient to the popula-
tion and trade of the

the country to be traversed
than any other. This
point is alluded to in
the Board's letter.

IV The Agent of the South Indian Railway Company states that he sees no objection to granting to the French Government the reciprocal conditions referred to in the Pondicherry Railway Company's letter, it being understood that the words "the whole length of the line" mean the entire length from Villupuram to the river Gingee. Subject to this understanding I agree with Mr. Betts.

The two plans received with the Order of Government

under

under reply are returned herewith

I have the honour to be
Sir
Your Most obedt servt

Madras
2nd April
1875

Mountstuart Lt-Col R.E.
Cons: Engineer for
Railways

P.W. 1875 Dept.

Railway Department.

From The Consulting Engineer, for Railways, No. 2192. Dated 27th April 1875. Rec'd 29th April 1875.

To The Secretary to Government, P. W. Department, Fort Saint George.

No. 186. P. S.

Submitting observations with regard to the route of the proposed Railway from Belpur to Pondicherry.

G.O. No. 662, 7-4-75.

Rec'd 29/4/75. 5-5-75. Rec'd 21-

Rev. Dept.

Proceedings of the Madras Govt.

Read the following.

17

No. 1,044.

Proceedings of the Board of Revenue, dated 27th April 1875.

Read the following letter from J. H. GARSTIN, Esq., Collector of South Arcot, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cuddalore, 23rd March 1875, No. 132:—

I have the honor to acknowledge receipt of the Board's Proceedings of the 17th instant, No. 2,161, forwarding to me the Proceedings of Government in the Public Works Department, dated 8th instant, No. 662, in which I am called on to report on the question of the manner in which the proposed line of railway from Belpur (commonly called Villapuram, Belpur being the Hindustani name,) to Pondicherry shall be carried up to the Gingee river, and to state my opinion that, if possible, it should run entirely through English territory from that river westwards.

2. Judging from the map of the French territories, there seems no reason why this should not be done by taking the line between the villages of Lingareddipoliam and Pallicherry to Kandamangalam, where there is a frontier chowkie, and thence round by Anindapore and so to Villenour, to which last place the line is almost certain to be carried, as it is one of the largest, if not the largest, village in the French settlement after Pondicherry.

3. There is, however, an alternative method of getting over the difficulty of the intervening block of French territory, which Mr. Scott has not alluded to, but which, in the interests of this district, I venture to put forward, namely, an exchange of villages. If the idea is approved by Government, the construction of the railway would be a good opportunity for effecting a rectification of the whole French frontier, an object to which, I have reason to believe, the Local French Government is not opposed.

Submitted for the information of Government with reference to G. O., dated 8th March 1875, No. 662, Public Works Department.

2. A rectification of the Pondicherry frontier has long been a great desideratum, and the present seems a good opportunity for endeavoring to effect it.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

To the Secretary to Government, Revenue Department.
Copy to the Collector of South Arcot.

Exd. J. W. Fischer.

Order thereon 3 May 1875 No. 922
Communicated to the Public Works Department with reference to G.O. 8th March 1875 No. 662 of that Department
True Extract
[illegible]
Asst. Secretary
To the Public Works Department

1875.

Board of Revenue,

MADRAS.

PROCEEDINGS, 27TH APRIL 1875, No. 1,044.

Encl.

Received

APRIL.

No. 1,044.

Railway—from Belpur (Villapuram) to Pondicherry.—Letter from Collector of South Arcot reporting with reference to the manner in which the proposed line of — should be carried up to the Gingee River, submitted to Government with remarks regarding the rectification of the Pondicherry frontier.

G.O. 8 Mar/75 No 210-211
" 19 Sept/74 " 436-437
" 7 Augt/ " " 162-163
" 23 April/ " " 273-274
" 12 Feby/ " " 239-240
" 16 Sept/73 " 231-232
" 5 June/ " " 76
" 5 do / " " 74-75
" 1 Mar/ " " 25-26
" 20 Sept/71 " 330
" 20 do / " " 327-328

O.R. 1875 Dept
No 2969.
Rec'd at the Madras Govt.
Revenue Dept.
Date 3rd May 1875
Recd - 5th -
No 992

Communicating letter from the Collector of South Arcot regarding line of Railway from Bolgur to Pondicherry with reference to G.O. No 662 of 8th March 1875

G.O. No: 1602. 7-6-75.

68-5-75

O.R. Dept.

Letter from the Consulting Engineer for Railways No. 186 dated 2nd April 1875.

Proceedings of the Madras Government in the Revenue Department No 992 dated 3rd May 1875.

Circulated for orders
The dotted blue line
as Survey No 329 is the only
one that entirely avoids

French Territory.

C. Mansell Coll Cr.

Secretary to Govt D.P.W.

Public Works Dept.

I am disposed to recommend that the proposed railway from Belfort or Villafranca to the river Geneque should deviate altogether from the isolated blocks of French ground and should be constructed entirely on British territory as per dotted blue line (drawing No 329)

Sir Thomas Bourchier

Colonel Rectification

Colonel Rectification

I assume in thinking that the line from Villafranca & the river Geneque should entirely run on British territory avoiding the isolated French blocks altogether. The rectification of the frontier wd be an easy business.

Referred 7-6-75
C. 8-5-75.

It would appear that this only increases the length of railway 3/4 mile at an increased cost of 35,000 Rs.—

It is true that the Collector of S. Arcot and the Board of Revenue advocate a rectification of the whole frontier but such a rectification once mooted would lead to annoyance.

construction of the bridge over the river Pl. also it must be retained entirely in our hands: a mid. division of work would be impracticable. & the French Govt. will doubtless be glad to have this add. work & cost thrown upon it. The Telegraph line is doubtless expedient. I am a little doubtful of the concession to the officers of the French Govt. of the right to immunities over the whole line. i.e. of persons from Villenour & Bahoor at Pondicherry at least. If all rights & immunities cease at the British Govt. on the line from Villenour to Cuddalore - even the immunities to be granted to British officials in French territory. What will this include? We have had trouble at times in respect to Customs questions. on the occasion of French officials crossing our frontier & claiming to have ch. baggage (?) without search - or exam.n. - Reasonable concession in regard to personal baggage on declaration might be allowed without objection. but I think our friends & still more local traditions will show that opportunity has often been taken to import British goods in considerable quantities without duty. J.H.

territorial

the whole of our relations with the French Govt in India - which has more than once before been raised and dropped by mutual consent The exchange of villages and rectification of the Pondicherry frontier alone, will probably cause very great

Rd from Govt 7-6-75
& 8-5-75.

delay - The simplicity of the proposal to avoid all French territory - even at a cost of 35000 Rs seems to me preferable.-

RLL

Moved inward French territory & follow the dotted blue line

RB

24.5.

Major Elliott

24/5/75

Public Works Deptt.

Proceedings of the Madras Government

Under date the 1875

Read the following:-

From

The Consg Engr for Railways } (No. E No 1867 dy 2nd April 1875)

Pro: Revenue Deptt (No 99 dy 3rd May 1875)

G Govt: 1602 of 7th June 75.

The Hon'ble the Governor in Council is of opinion that

(1) It will be convenient that the British and French portions of the line of Railway from Belpur (Villupuram) to Pondicherry should meet at the east or left bank of the Ginjee River with a view to the Bridge over that River

River being entirely in the hands of the British Company.

(2) That the line from Bilpur to the Gingee river should be constructed entirely in British territory as shewn by the dotted blue line on Drawing No. 329, this line is but $\frac{5}{8}$ of a mile longer than the direct line (shewn in red) originally proposed, and may be constructed at an increased cost of about 35,000 Rs. and its adoption will obviate the inconveniences and delay that would ~~[illegible]~~ consequent on the exchange of villages and rectifications of frontier.

that

Con. Dept for Rpt
Rev: Dept
5 C Dept
21-6-75

that would be necessary were the line carried through the isolated block of French territory.

(3) That the reciprocal conditions proposed by the French Govt may be agreed to, subject to compliance with Customs regulations, it being understood that the words 'the whole length of the line' mean the entire length from Bellpur to the east Bank of the Gingee River.

(H. C. No. 1103 dated 7th June 75

To, The Secy: to the Govt of India

Sir,

I am directed to acknowledge

acknowledge the receipt of the Proceedings of the Govt. of India under date the 3rd. February 1875 No. 292 A forwarding for consideration and report of the Madras Govt. copy of Despatch and its enclosures from the Secretary of State on the subject of the passage through detached portions of French territory of the proposed Railway from Belpur to Pondicherry.

In reply I am to forward copies of the accompanying reports with Proceedings of Govt. thereon, in which the views of the Honble the Governor in Council are expressed on the several points requiring decision.

The plans received with the Proceedings under acknowledgement are herewith returned, accompanied by Survey No. 329 prepared by the Chief Engineer of the South Indian Railway to illustrate his report.

890 Nos 602 & 603
6 Sec Disp. 21-6-75
with 2 Plans
one Survey
Chief Engr. S. I. Railway
Revd. Copies

Ld. Act.

Ld. 4 Jy. 25/5

2192
2969

Govt. of {1875} Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd. Encl.

G. O., 1875, No. 1602
1803

Nos. 165—167
168

Forwarding copies of reports of the Consulting Engineer and of the Collector South Arcot, on the subject of the route to be followed by the proposed Railway from Belpur to Pondicherry with Proceedings of Government thereon.

Railway from Belpur to Pondicherry.—Passing orders on the reports of the Consulting Engineer and of the Collector South Arcot, regarding the route to be followed by the proposed ——.