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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**G.O. No. 1109-~~XX~~ (Ry) Press
Mis.

Dated 4-4-1877.

Not to be folded or roughly handled

No. 24 Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 20th March 1877, No. 176 —

From W. S. BETTS, Esq, Agent, South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 16th August 1876, No. 2,063.

I FORWARD, herewith, a petition from certain inhabitants of Ramnad, who are desirous to have railway communication between their town and Madura. I have informed the petitioners that the granting of their prayer rests with Government and not with the Company I represent.

THE Mathurnama of the respectable inhabitants and great merchants, &c, of the town of Ramnad in the Ramnad Zemindari of the Madura District, and from the undersigned great inhabitants

THERE are two great zemindari districts in the Southern India, viz, Ramnad and Shevagunga. In the District of Ramnad Zemindari, Ramaswaram is a place more famous than any other sacred Hindoo Temple, and for the Thanuscoti celebrated as a sacred pool.

People from Hyderabad, Baroda, Banares, Mysore, &c, in the north of India, and from the Malabar District in Southern India, and from numerous petty towns and villages therein, continually great number flock as pilgrims to the above-mentioned temple and sacred pool.

A railway line has been constructed and opened for traffic for the benefit of passengers and the inhabitants of the places and villages lying on the north, west, and south of the town of Madura, but none for these that occupy the places east of Madura.

If a similar line of railway be constructed and opened for traffic from the east of Madura town to the large boat-stand adjacent to the abovesaid Ramaswaram, it will not only be beneficial to the people who frequent the abovesaid temple at Ramaswaram for the sake of worship and on a pilgrimage to the said sacred pool at Thanuscoti, but also to the merchants averaging 1,000 a day, who generally carry on their trade by large boats at the seaport towns named Fort St David, Ayathoray, &c, to Columbo, Candy, &c, but also will yield a great revenue to the Railway Company.

Again, if the railway system be introduced, it will not only enlarge the trade and be convenient to the merchants and traders, but also will afford a great deal of profit to the railway, for it will embrace the said two zemindari districts and their large towns, countries, and villages, and the seaport towns of Keelacaray, the public resting place, Vatharney, Paumben Channel, Fort St David, and also the salt-pans. The merchants from Rangoon, Moulmein, Ceylon, Columbo, and other places generally load their large boats with rice, cloth, &c, and import them into the abovesaid seaport towns. These articles in question are loaded upon common carts and carried along the above-mentioned two zemindari districts, to Madura, and other important places, and on their return articles of valuable character are purchased and brought down to the said seaport towns for the exportation to Rangoon and other places. Between the above-mentioned seaport towns and Paumben there is slip of sea, in which can be seen a broken dam built of stone, and beyond this a river twenty yards long and about three men's depth. It is across this place large boats and ships are passing. Between Paumben Channel and sacred pool, Thanuscoti, there is a plain and open ground extending to forty miles and used for footpath. A railway line along this plain ground may be constructed.

Moreover, it can be seen that a portion of sea between the sacred pool and Ceylon in which a broken dam made up by heaps of sand is visible, in some parts sea of little depth. If a line of railway along this interrupted dam be constructed by laying out a very large amount of money and cost of labor and opened for public traffic, it will entirely put a stop to the exportation and importation of goods of many and valuable character through large boats and ships and

*Proceedings of the Madras Government, Public Works Department,
4th April 1877. No. 1,109*

effect a direct communication between India and Ceylon, Columbo and Jaffna on one side, and yield great profit to the railway on the other

In conclusion, the petitioners solicit that, for the present, a line of railway between Madura and the abovesaid boat-stand may be laid out. In the Puranus of Ramaswaram it has been ruled that no person of any caste should keep himself from paying visit to two places. Besides this, they represent that a station may be constructed at Ramnad and Shevagunga for the convenience of travellers and persons who make their pilgrimage to the said holy places, and also to the merchants who carry on their trade generally along these zemindari towns

From MOOTHOSAAMY PILLAI, Ameena of the Ramaswaram Temple, to Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Ramnad, 16th February 1877.

I RESPECTFULLY beg to submit that from No 5,219, dated 24th October last, issued by the South Indian Railway authorities, I learn that a proposal for constructing a branch line of Railway from Madura to Ramnad appears to have been brought forward for your favorable consideration during the month of August. My attention is also now drawn to it in order that I may address you and remind your honor of the matter

2 As the inhabitants at Ramnad and the neighbouring villages will be exceedingly glad to hear whether their appeal for the branch line in question was taken notice of by your department, I beg to state that, if the abovesaid proposal be now carried out, it will do much good to the inhabitants at the present pressure by famine and also be more convenient for the travelling public

3. I therefore beg that your honor will take the matter into your generous consideration and favor me, as well as the inhabitants of Ramnad, with your disposal, if any, upon the subject

SUBMITTED for the consideration of Government

2 The papers contain petitions from certain inhabitants of Ramnad and Ramaswaram, praying for railway communication with Madura.

3 The subject of these papers has been under the special consideration of His Grace the Governor, and a note upon the general question of railway extension in the direction of Ceylon was written by the undersigned in August 1876

(Signed) J H M SHAW-STEWART, Lt-Col, R E,
Consulting Engineer for Railways

No 25

ORDER THEREON, 4th April 1877, No 1,109

RAILWAY, No 6.

His GRACE the Governor in Council is of opinion that the question mooted in these papers is of importance both to the

Madura District and to the State, and should, therefore, be carefully considered

- 2 The following seem the principal points on which information is required —
- (1) Is Paumben a port in which vessels can be alongside a jetty or pier?
 - (2) Or at all events very near the shore?
 - (3) Of what tonnage are such vessels?
 - (4) Would the port be available for them throughout the year?
 - (5) What is the nature of the road now existing from Madura to Paumben?

*Proceedings of the Madras Government, Public Works Department,
4th April 1877. No 1,109*

(6) Would the Shevagunga and Ramnad Estates contribute to the cost of the proposed railway?

3 Points 1 to 4 will be referred to the Marine Department, and points 5 and 6 to the Collector of Madura, for the submission of the necessary information

(True Extract)

Lieut-Col, R E
Joint Secy to Govt, P W D,
Railway Branch

To the Consulting Engineer for Railways
" Marine Department
" Revenue "

Exd A Grubert
Spare Copies

Read the following —

From the Comr Engineer for
Railways No: 176 of 25th March 1877

FOR ORDERS

The question mooted is an
important one to the district
of the State — and should be
carefully considered —

The following seem the important
points which information
is needed —

1. Is Paumotu a port
in which vessels can

lie alongside —
jetty or pier? or at all
events very near the shore?

3. What tonnage?

4. Would it be available
throughout the year?

Muntawant

d. Col. R. E.
Joint Secy. to Govt. Works.
(By Branch)

5. Would the natives assist
in the construction?

6. What is the nature of
the road now existing
from Maunua to Paumotu?

B. 25/3/77

1-4. To go to Maunua
5-6. to Collectors or agents

3087

[illegible]

Q. 22-3.77

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f a b u r e s t l o d e g m a w a j h m d e h t.
g e s —————

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FOR ORDERS.

I have the honor to acknowledge the receipt of your letter of the 18th inst. in relation to the above named matter.

Very respectfully,
1877

Yours very truly,
J. H. Smith

J. H. Smith

J. H. Smith

1877

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Handwritten text in Georgian script, likely a signature or address.

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FEB: 18

P.W.D.
22 MAR 77
NR 3085

19. Feb: 11

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Extensive handwritten text in Georgian script, covering the right page of the document. The text appears to be a formal letter or report, with multiple paragraphs and some underlined sections.

Handwritten text in a cursive script, likely a historical document or manuscript. The text is densely packed and covers most of the page. It appears to be a list or a series of entries, possibly related to land or property, given the use of terms like "land" and "property" in some of the legible words. The script is highly stylized and characteristic of early modern European handwriting.

Handwritten text in a cursive script, likely a historical document or manuscript. This section contains several lines of text, possibly a continuation of the list or a separate entry. The script is consistent with the one on the left page.

No. 2003

~~GREAT SOUTHERN OF INDIA RAILWAY.~~

AGENTS' OFFICE,

NEGAPATAM, 16 August

1876

From

THE AGENT, *South Indian*
Great Southern of India Railway,

 T_0

The Consulting Engineer for Railways
Madras

SIR,

I forward herewith a petition from certain inhabitants of Ramnad who are desirous to have railway communication between their town and Madras. I have informed the petitioners that the granting of their prayer rests with Government; and not with the Company I represent. I have the honour to be,

Have the honour to be,
 Yours Most Obedt Servant.

William B. Burt.

Agent

Signature *Samped*

9/28/81

№ 3
MADURA
AUG 13

RECAP
EX-107

G. C. 4: April 7, 1882-24

P.W.D.
221A577
No 3087

PUBLIC WORKS DEPARTMENT,
Railway Branch.

Consulting Engineer's Office,
Madras, 20 March 1877.

Letter from Agent, South Indian
Railway etc 2063, 16 August 1876
with inclosure and translation. Petition
from Mootosawmy Pillay, Ameen,
of the Rameswaram temple, with
translation.
No 176.

SUBMITTED for the consideration of Government

The papers contain petitions
from certain inhabitants of
Raminad and Rameswaram,
praying for Railway Communi-
cation with Madurai.

The subject of these
papers has been under the special
consideration of His Grace the
Governor, and a note upon the
general

9.6.4. April 1877 No. 24

To forward a line
from Madurai to
Raminad

Oct. 11 1876

W. J. A. M. S. S.

for forwarding

for forwarding

for forwarding

for forwarding

general question of Railway
extension in the direction of Ceylon
was written by the undersigned
in August 1876

P.W.D.

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3087

Mintuon

Scot. Kt.

Leong Eyr. for Rys.

Endorsed - ✓

4 April 77

No 1109

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the 4 April 77

Read the following

From

The Caus. Eyr. for Rys.

(N.E. 10176 apt 20th March 77)

His Grace the
Governor in Council
is of opinion that the
question mooted in
these papers is of
importance to the
Madura district and
to the State, and
should therefore be
carefully considered.
2. The following
are the principal
points on which
information is

required

- (1) Is Pamban a port in which vessels can lie along side a jetty or pier?
- (2) Or at all events very near the shore?
- (3) Of what tonnage are such vessels?
- (4) Would the port be available ^{for them} throughout the year?
- (5) What is the nature of the road now existing from Madura to Pamban?
- (6) Would the

16
Shervaniga and Pannad estates contribute to the cost of the proposed railway?

3. Points 1 to 4 will be referred to the Marine Department, and points 5 and 6 to the Collector of Madura, for the submission of the necessary information.

U.

C. & for Rep ✓
Marine Dept ✓
Revenue Dept ✓
Dated 18-4-77

23/7/84 sent

183087
Dept. of 1874 Public Works.

To the Com^r Eng^r for the

Dated

By

Recd.

G. V. H. 1109

Nos. 24-25

Railway Communication
between Ramnagar and
Gradara. Requesting
information on certain
points connected with
the scheme of opening
a —

sent in 1874