

Public Works (1897) Department. 6112

G.O., No.

872 R

DATED

28 Oct 1897

[Despatch Abstract.]

Railway from Podanur to Dinidul; The
inhabitants of the town of Charapuram
informed with reference to their memorial to
the Viceroy, that the interests of their town are
not being lost sight of and that as soon
as any thing ^{more} definite is known regarding
the construction of a —, it will be com-
municated to them.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	586	Ry	18-9-95				
	842	- " -	19-12-95				
	871	- " -	28-10-97				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No 18
94

Amaravati Mah
Office.



The Secretary
Amaravati Mah
Kanyur. P. S.

The Secretary to Govt.
Public Works, at
M.

Sir

I have the honor, on aly
the Sabha, to address you
regard to the opening of a
line from Sindigul to 19h

This is a subject to which
the above Sabha, in February
+ the inhabitants of Palghat
neighbourhood in February
have drawn the attention

His Excellency the Governor-

The Sabha shares the of
the memorialists from Palghat
such important towns a
Sindigul & Palghat. Shon
connected by a Railwa.

I am without further

line, as it is a great place of pilgrimage

that is at present carried along the roads to any place, the above places, which are set forth in the memorials of the Sabha, and of the people of Palghat, it would respectfully and earnestly urge upon the Government, the extreme necessity and usefulness of a Railway communication between Palghat and Sindigul via Edumalpet and Pollachi, both for the benefit of the districts through which it passes and that of the whole Presidency generally.

The Sabha desires here to strongly support the proposal that the line should be undertaken by the Madras Railway Company. For in this case damage to goods in passage and delay at junction stations would be avoided.

Madras Railway Company, not taking the project, it would be good to us, if the South Indian Railway Company undertakes the proposed line.

Both the District Board of Coimbatore & the Chamber of Commerce, Madras, have supported the proposal in their communications, no 583 & 2nd May 1891; and a letter of the Chamber & Co. April 1891 respectively.

When the Sabha in February 1889, submitted a memorial to the Government on the above question it was favoured with this reply.

Order. Dated 28th April 1891;

no: 965. Public Works.

His Excellency the Governor-in-Council regrets that it is impossible at present to provide funds for the line from Palghat to Sindigul.

In accordance with the
of the Sabha, passed at
of the 3rd May, held at
I have the honor
request.

The Sabha now
prays that the Government
give the proposal, its
and earliest consideration.

I have the honor to re-

Sir

your most obedient

L. Venkatarao

Secretary, Amara
Maha,

23rd May 94

Office of the
Sabbha

Date.

Circle.

Sis. Exccelling the former

San. W. Aliis

San. W. Jore

I cannot say - without more
information whether the line sh^d
from Diindigul to Podanur
or Palghat. It almost looks
as if they ought both to be
made.

W

The Railway Commissioner when
report is made up. Confused
matters by just giving places
their ordinary names. He
calls "Palin" Palin Hill
and the lower Palin the "Koda-
Kanals" - When the Agent
finds a man to make en-
quiries of that kind he
do well to employ a
man of more sense.

Knowing the country
pretty well, I should say

Line connecting Pal-
ghat & Diindigul.

The inhabitants of
Kangur a town on the
Amara Vati River
near Oodumullacutta
present a petition for
a railway between
Palghat & Diindigul -
On referring the memo.
to the Madras
Ry. Agents views - he
advises any line to
Diindigul be from Po-
danur -

The previous history
of the proposed line
is given in a memo
drawn up by Capt. Shelley
in 1891 -

It appears that a
line from Podanur
to Pollachi - Dhara-
puram & Diindigul would
be about the same length
as from Palghat, Dhara-
puram & Diindigul
that is about $107\frac{2}{3}$ miles.
The survey made in 87
was for the metric gauge
and the figures given
of 63,530f. per mile
will probably run to

line, as it is a great place of pilgrimage

80,000/- per mile for
the broad gauge -

Mr. C. Mackenzie the
planter, has asked to
be allowed ^{to have} particular
with a view to give
a syndicate to under-
take the line, but it
would be more econo-
mical if the Madras
Ry. did it themselves.

The petitioners may
be referred to the select
committee of the Council
of Commerce p. 0 965
of April 91 -

Mr. Mackenzie may
see the papers and as
they are -

Free

15
6 94

* That the first thing to do
was to make a line from
Dindigul via Palni, Udumal-
pettah & Pollachi to Palghat,
from which in time a branch may
be made, either from Pollachi to
Podanur or from Palni or Udumal-
pettah to Thanjavur,
Palghat & Timpani. If
the Directors of the M. R. Co. really
mean business, they should
move in this matter with
regard to the other branches.

Yes but can they?
by August?
MS

Yes w. MS
Jg

Yes w. MS
10 June Jg 18/6

on the West Coast which have
recently had under discussion.
I don't, however, believe they have
any enterprise or any real faith
in their being able to carry
out these schemes so as to make
them remunerative. If they had,
they would propose that, if these
branches did not pay enough
to meet the interest at 3% (or
whatever it may be) on the money
raised by debentures for their con-
struction, the difference should come
out of their guarantee of 5%.
But this is, I take it, just what
they won't do. In other words, they
want to take the risks &
have them the profits, if any.

MS
18/6/94

I will ask the agent
to ascertain from his
board whether there is
any probability of their
putting this line forward.

The papers are again
circulated for A. E. to
see how Mr. Blair's note

Free
20
6

line, as it is a great place of pilgrimage

SERIAL

GOVERNMENT OF MADRAS.

P. W. Dept., Railway Branch,

Dated Ootacamund, 22nd June 1894.

No. 433 D

MEMORANDUM.

His Excellency the Governor
with reference to remarks
by Hon. Mr. Alcock.

From

$\frac{20}{6}$

I should like to know if the
Directors of the Madras Railway
mean to go in for these
schemes - or not.

to

21 June

I have asked agent
Henn. officially -

From

The Secretary of the

Amaravati, Anabojana

Sabha is, in reply to

his letter No. 18 of 23rd

May, referred to the

orders passed in G.O. No.

965 R of 28th April 1891.

Enclosure

G.O. 965 R of 28 April 91

From

$\frac{20}{6}$

R.

To The Secretary

Amaravati Anabojana Sabha

Kanpur Post Office

Combatore Co.

D 22/6.

att. 18/6
Cir 18/6 R 17/6.

See, as it is a great place of pilgrimage

Circulate

His Excellency the Governor

Mr. W. Bliss

Mr. W. from

I am very glad to hear that the Madras Railway Directors are really moving in these matters.

I think they have been hardly dealt with in the past, & I hope will now be allowed to go in for the extensions to their system, which are much needed.

W

27 June

Circulate to

Mr. W. Bliss

Mr. W. from 26/6

~~27/6/94~~

27/6/94

We should, I think, take or make every opportunity of impressing on India that if it is desired that the Mad. Ry shall earn its own dividend of 5%, it must be allowed to make feeder branches. The Ry has been in a half-comatose sort of state for too long.

27.6.94. D 27/6

29/6 R 27-7-94

old 34/6

30/6/94

Letter from Agent Madras Ry put up in reply to His Excellency's remark as to the intention of the Directors of the M. Ry to go in for the schemes herein noted -

With the foot of India have refused any proposals of the Madras Ry to construct any feeder & notably in the case of Madras Reg. Valla line & also the short length Madras to Cumore -

I don't know the precise reasons which have led India to refuse, but if their 5% guarantee be it - the railway they will now give ^{permission} with the very low rate of exchange now prevailing -

The Directors reply will be circulated

India will be at a disadvantage when we hear that the M. R. Board will not make more 2000 2/94

26/6/94

26/6/94

(A. & M. I.)

No 6026
706

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 8th August 1896

From

The Agent and Manager.

To

Madras Railway

SIR,

The Consulting Engineer for Railways.

Madras.

With reference to your letter N^o 47 of the 6th June 1896 I have the honor to suggest that a survey of the proposed line from Podanur to Rindigal be undertaken during the next working season and that the route to be followed be that from Podanur through Palachi, Adimalpett and Rasapuram to Rindigal with a branch from Kathakalur to Pulney which is at foot of the hills and about only 16 miles from Kodukhand. I have the honor to be,

Sir,
Your most Obedt. Servt

L. M. S. M. S.
Agent & Manager.

This is a very
interesting
line - almost
impossible, even
at 100

ask for details -
plan showing proposed
route - probable cost of
survey - whether the
to line cost - whether Board
agree

For 1/2
M. S.

3452
Recd. 9.8.95

2007

Only 13 August 1895

SERIAL
No. 17

To

AGENT AND MANAGER, M. R.

No. 88 / 0 Reply No. dated

SIR,

With reference to
your letter no. 6025 / 706 of
8 August 1895 suggesting
that a survey of the pro-
posed line from Podamun
to Dridigil be under-
taken during the next
working season, I have
the honor to request that
I may be furnished with
the following details:-

- i. Plan showing proposed route.
- ii. Probable cost of survey.
- iii. Whether the Madras Govt. propose to bear the cost of the survey.
- iv. Whether the Board agree.

Reminders.

Subject.

13/8/95

W. M. R. 1895

(No. 1)
No. 6025

769

SERIAL
No. 18

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 28th August 1895

From

The Agent and Manager.

To

The Consulting Engineer for Railways. Sd/- 15/8 J.H. 29/8

SIR,

With reference to your
No. 88 of the 13th August 1895, I have
the honor to send you a map
showing

(a) a line from Podanur to Din-
dugal via Dharapuram 119
miles long

(b) An alternative direct line from
Podanur to Dindugal with
branch to Dharapuram say
115 miles

The latter is recommended
as the most suitable route
to

No. 88 of 13. 8. 95

on a line which is a great place of pilgrimage

to take.

The cost of a final survey and section will be for scheme (a) Rs 59,500/- and for scheme (b) Rs 57,500/- at Rs 500 a mile.

If the Branch is constructed as part and parcel of the Madras Railway, the Company will of course bear the cost of the survey but if the line is to be handed to a private Company then the cost of the survey should be borne by the Government or the private Company.

^{Para 14 of 1890} of the 28th November 1890 and the 27th July 1894 ^{already} have viewed the extension of this Company's system to Dindigul favourably.

If the Government of India has finally decided that the guaranteed Railways shall

not

3
not be extended, then I shall
 be glad to learn on what condi-
 tions the Government will favour
 the construction of branch feeder
 lines to the Madras Railway system.

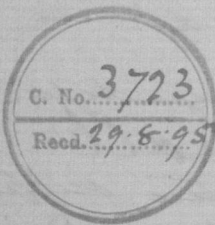
I have the honour to be,
 Sir,
 Your most Obedt Servt.
 H. M. S. W. S.
 Agent & Manager

MADRAS RAILWAY.

From
 To
 The Agent and Manager.
 The Consulting Engineer
 for Railways.

Dated
 Recd.
 No.
 188

on a small island from the Calcutta ...
 line, as it is a great place of pilgrimage



MADRAS RAILWAY.

From

To

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

His Excellency the Governor.
Salem M. A. M.

Salem M. A. M.

I did this, on Mr. Moss' own statement to me as to the great importance he attached to the Salem - Dindigul line. There is no doubt that for the advantage of the Madras Railway they are both much wanted - and I therefore think that the hon^r Engineer's proposals may be approved. It appears to me that the branch to Dharampur sh^d. take the form of a steam tramway rather than a full sized broad gauge line.

JG W
11/9 4 Sep

I see from a note on the map that the route from Palghat to Dindigul has already been surveyed (in '84-'85) - this covers so much of the present project as, between Pollachi & Dindigul - all that now seems to be required, therefore, is a survey from Podanur to Pollachi - The direct route would be Podanur - Dharampur - Dindigul, but it would never do to put Palghat as a branch instead of the main line, as it is a great place of pilgrimage.

Serial
No. 19
Note on proposed line
Podanur to Dindigul.

The Agent with the support of his Board now submits by estimate for the detailed survey of this line direct from Podanur to Dindigul with a branch to Dharampur 115 miles @ 500/- = 57,500/-.

The Agent says this Co. will bear the cost of the survey if this branch is ~~the~~ constructed for them and asks that the Co. may be informed on what conditions the Govt. of India are prepared to grant.

In the letter of the India giving the order of importance of lines with main branches of this one has been placed at the Salem Dindigul - therefore I am in doubt if we should urge a detailed survey - a preliminary survey report has been made see para 3 of 366 R of 23/8 put up - I think the Govt. of India may be addressing as to the conditions they will grant for both the Salem Dindigul and Podanur Dindigul branches and recommending that the Co. may be allowed to construct these branches on the same terms as the Calicut Cannanore

and Shraam Collins
branches viz

$3\frac{1}{4}\%$ sterling debentures
in England for part way
tollig stock etc.

4% India debentures
in India for construction
earth bridges etc.

all under guarantee I be-
lieve -

If India's rep. is favourable
we can then submit the
estimate in proper form
but if not, I do not con-
sider the fort. of India will
be likely to find any more
money for railways unless
the construction of the
2 present branches were
surveyed and indentations

Free
 $\frac{4}{9}$ 95

* and a growing place too
(popn '81, 12,974; '91, 16,940) - Pollachi
& Udumalpettah are also growing
places, especially the latter, & a rail-
way along that route would develop
our front revenue - I should say,
Survey from Podanur to Pollachi only.
Therupon have the line Podanur, Pollachi,
Udumalpettah, Palani, Dindigul
complete. The connection of Shraam
with the railway may well stand over.
When it does take place, it will proba-
bly be in the form of a line from Erode
via Shraam to Palani

MM

7/9/95

These rates seem to me too
high - India sterling $3\frac{1}{2}\%$ per cent
were at 117 ex div. on the 3rd inst.
The last quotation of M. R. 5% stocks I
confind in 167-170 (on Sept 9), at
which rate the int. earned, is a shade
under 3%. Govt paper ^($3\frac{1}{2}\%$) stands at 107
to 108 - India sterling 3 per cent
were at 108-108 $\frac{1}{2}$ on the 9th ult.
Consider that 3% in England & $3\frac{1}{2}\%$
in India wd. be high enough rates

MS

It appears that the railway
of $\frac{4}{9}$ was via Palghat -
Pollachi - Udumalpettah -
Shraam - Dindigul -
therefore the present route
proposed (marked in red
in Hon. Secy. note) will
need to be surveyed through-
out - I submit a draft
letter to fort. of India

MM

$\frac{10}{9}$ 95

Anyway, the Pollachi - Udumalpettah
bit is done

MM

13/9

No. 586. R. dated 18.9.95

Walter India

13/-

11 Sep

13/9/95

29
13/9

I am directed to forward
a letter from the agent man-
dred by regarding a proposed
branch from Podanur to
Pollachi, Udumalpettah,
Palani and Dindigul on the
South Indian Ry -

2. The agent proposes that
with the concurrence of the
Board of Directors that the
Co. should bear the cost of
a detailed survey provided
that the Co. may be allowed
to construct this branch here-
after -

3. It will be noted that this
excellency the Governor in
Council has in letter No. 5708
placed this branch and the
Palani Dindigul branch under
the class of branch lines of
less pressing importance
than the Calicut, Coimbatore
and Shraam Collins branches
of this Ry.

4. Before calling on the agent
to submit reliable estimates
showing that these extensions
are likely to yield a net re-
turn on the capital required
for their construction, it ap-
pears desirable that the fort.
of India should notify
what conditions they are
prepared to favour -

5. I am to say that this
fort. is in favour of the
Madras Ry. Co. constructing

SERIAL
No. 21

No. 1321 R.C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

All communications
should be addressed
to the Secretary.

To

The Joint Secretary to the Government of Madras
(Railway Branch), Public Works Department.

Simla, the 25th October 1895.

Sir,

I am directed to acknowledge the receipt of your letter No. 586 R dated 18th September 1895, submitting a proposal by the Madras Railway Company for the survey and construction of a branch line from Podanur to Dindigul with an extension to Darapuram.

2. In reply I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the proposed extensions from Calicut to Cannanore and Shoranur to Cochin are of more importance than this branch and that attention should for the present be directed to those two extensions, rather than to the making of surveys for fresh lines the prospect of constructing which is remote.

3. With regard to your enquiry as to the terms on which branches and extensions of the Madras railway should be constructed I am to say that the general question of railway extension by the agency of Companies is now under discussion with the Secretary of State, and that the Government

themselves such branches
as will reasonably be likely
to pay and it is suggested
that the issue of sterling
Advantages @ 3% for port.
way &c and 3 1/2% silver
Advantages for Indian ex-
penditure may be possible
6. This is a lower rate of
interest than was recom-
mended in para 7 of letter from Madras of 10th
Sept 1894. (G.O. 165 R of 22 May 95)
but looking to the present
high rate quoted for the
Company's stock and the
past half year increase
of receipts, it appears
justifiable -
I am therefore directed to ask for
7. An early indication of
the policy of the Govt. of the
Madras in respect of the
of the Madras Ry.

N/-
No. 586. R of 18.9.95

Md 10/95

His Excellency the Governor
Genl. W. Bliss
Genl. W. Bliss

Documents accompanying.
Run by 6025 of 28/8/95 with
709
3 enclosed (plan)

Fair despatch in R. office on
18.9.95

air 10/9
R 10/9
22/9

Recd: 4.11.95

Government of India is therefore unable to make any definite announcement on the subject at present.

I have the honour to be,

Sir,

Your most obedient servant,

J. H. M. M. M.

Under Secretary.

Documents accompanying :-

Nil.

RW

In Excellency the Governor
 Mr. W. Slin
 Mr. W. Frost.

I agree with the note

W
 6 Nov

BM
 9/11/95

JG
 11/11/95

Issue
 12/11/95

R4/11
 R2/11

I do not think any more
 turnkeys are under way - a
 competent engineer by going
 over the ground can tell within
 10% what a line would cost.

The Calicut - Cannanore &
 Aluvam - Cochin projects
 will shortly be submitted
 & I believe the Madras Ry
 will promote a bill in Par-
 liament enabling them to
 raise capital to construct these
 branches -

If Mr. Evans can prove to
 his Board that this line will
 earn as much or more than
 the interest on the capital
 they will probably agree to
 construction by a bye -

In this case the agent may
 be informed that desirable
 as the line is - the construc-
 tion of the 2 above named
 branches will in the opinion
 of this Govt. be sufficient to
 take in hand during 96 -
 and that a further survey
 costing 6000/- seems very
 justified at present - when
 time, a deputation of a traf-
 fic officer would be of great
 use, in settling the questions of
 the net return to be expected
 from a detailed survey.

Mr. 4/11/95

814

SP

INDIAN



TELEGRAPHS.

Monthly Number. No. 24

To
(Office)

Madras

From
(Office)

Adamalpet

Words.

Day.

Hour.

Minute.

Official
Instructions.

44/4 25

18

16

To
(Person)

His Excellency
the Governor in
Council of
Fort St. George Madras

From
(Person)

Chairman of
Public Meeting
Praying for
Extension of Railway

CHIEF SECRETARY
GOVERNMENT OF MADRAS
26 NOV 1895

84 Word Form.

Respectfully pray the undertaking of
Padanur dindigul railway in the
next working season that is
1896 memorial with reasons follow.

F.C.2.

Wait till 12/11

MADRAS 26-11-95

Recd. from

LN.

Sent to

LN.

At

Hrs.

Mts. by

At

Hrs.

Mts. by

Telegraph Master.

To

The Secretary
to the Government of India

From

The Secretary
to the Government of Madras

May it please your Excellency.

The humble memorial of the
undersigned merchants and ryots of
Dharapuram a Taluk town in the
Coimbatore District most respectfully
and humbly sheweth:-

That your Memorialists have
been in correspondence with the Agent
and Manager and Traffic Manager
of the Madras Railway Company for
about 11 years about the urgent
necessity of constructing a branch
line from Palghat to Wundigul
thru Dharapuram fully explaining
the advantage and benefit to be
derived from the heavy traffic of
the said Dharapuram which was once
the

1939

Recd 27.11.95

TELEGRAPHS

INDIAN

FROM

TO

TO

FROM

RECEIVED
20 NOV 1895

AR

the seat of a District Collector and a
Judge and while it still retains its
importance in traffic to. Subsequently
a survey was also made some years
back from Palghat to Dindigul
thru' Dharapuram and another from
Palghat to Dindigul thru' Palni
with a branch line to Dharapuram
from the latter place. Thereupon
your Memorialists pointed out to the
Railway authorities that the opening
of the proposed line through Palni
would not yield as much profit as one
through Dharapuram; for Palni is
not a place of much importance. Only
an annual festival takes place there
and pilgrims resort to it then. But
the income which would accrue to the
Company on this account is nothing
when compared with the income
derivable from the heavy traffic of
Dharapuram. It was also pointed
out the construction of the said
line through Palni would entail
considerable difficulties not to
speak of enormous expenses as many

rivers

rivers and jungle streams pass through
the line and all are to be bridged over.

In one of the September issues
of the "Madras Mail" the following pub-
lication was made "It is under
contemplation by the authorities
concerned to undertake the Survey
of the proposed Podanur Dindigul
Railway next working season. The route
will be from Podanur thru' Pallachi
Udamalpet and Dharapuram to
Dindigul". In the same journal
of the 16th November 1895, another
publication appears "The Government
of Madras having been requested
to sanction for next working
season the survey operation of the
proposed extension of the Madras Railway
from Podanur to Dindigul with a branch
line to Dharapuram has deferred under-
taking this project in favor of the
Cabint Cannanore & Shoranur Cochin
Railway schemes. It is said that
financial exigencies will not permit
of both the Podanur Dindigul and
Western Coast Railway schemes being

undertaken

undertaken in 1896. Again in the 15th
November issue of "Crescent" a local news
paper it has been published that
"there are two routes surveyed for
constructing a line of railway from
Podanur to Dindigul thro' ~~Dharapuram~~
~~and another direct from Podanur~~
~~to Dindigul~~, i.e. one from Podanur
to Dindigul thro' Dharapuram
and another direct from Podanur to
Dindigul with a branch line to
Dharapuram. The cost of surveying
the former is Rs. 59,059 and that
of the latter Rs. 57,500. It is now
under the consideration of the Govt of
India which of them take preferred.

Your Memorialists need not
explain that the Podanur Dindigul
line thro' Dharapuram can be more
easily & profitably constructed within
a very short period with a small
outlay but with greater advantage
to the Company than any of the
above mentioned lines. To
undertake the work of the
Cabot Cannanore to Railways
in the next working seasons in
preference to the Podanur
Dindigul line thro' Dharapuram

much

much time and enormous expense
both in constructing and purchasing
valuable wet lands and boring
and piercing rocks & hills of
Western ghats, will be met
with; and the work would be
a gigantic one like that of the
Periyar project in the Madras
District requiring many years for
completion. But your Memorialists
do not say that this project
should not at all be carried out
but submit it may be deferred
until the Podanur Dindigul line
thro' Dharapuram which has now
been ordered to be undertaken
in the next working season is
completed, in as much as the
line if ordered to be undertaken
first can be completed in a
very short period at a small
outlay and the long felt
grievances of your Memorialists
may be thus alleviated with
greater advantage and benefit
of the Company.

Yours

Under these circumstances your Memorialists
most respectfully and humbly pray your
Lordships will be graciously pleased to
issue necessary orders to undertake the
work of the Padam Dindigul line
thru. Dharampur first, in preference
to the proposed Calicut Cannanore &c.
Railway schemes as was first ordered
by the Govt of Madras.

For this act of kindness and
Charity your Lordships Memorialists
shall as in duty bound ever pray
for your Lordships long life & prosperity.

Inhabitants of Dharampur

P. N. L. 9643

Res 4.12.95.

SERIAL
No. 26

Petition from inhabitants of
Dharapuram inquiring the
construction of Podanur
Dindigul railway

Note. This may go forward
to the Govt of India, ac-
companied by a copy of
letter No. 3624 of 13th Nov
(put up) to address of
Agent Madras R.

J. H. 5/12
for R

With the remarks that
Dharapuram would
probably be best served
by a branch from the
line between Podanur
& Dindigul

File 14
12

Yes

W

6 Dec

J. H.

10/12/95

be may as well (if that is,
because of that opinion) at the same
time say that we don't think that
the proper route will be through
Dharapuram

W

circulate

9/12/95

A. E. the Governor.

Hon Mr. Bliss.

Hon Mr. Gaze.

Submitted to this Secretary
the previous note reference
to the Hon. Mr. Bliss re-
marks

File 14
12 95

I quite agree - I thought
that the letter we propose
to forward with the
petition showed this, but
there is no objection to
our emphasizing the
point.

W

Cir
5/12/95

R 12/12

12/12/95

13 Dec

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

19th December 1895.

SIR,

I am directed to forward, herewith, for the orders of the Govt. of India, a petition from the inhabitants of Tharapuram praying for the construction of a railway from Podanur to Dindigul.

In connection therewith, I am to forward copy of a letter from the Commr. Engrs. Bd. Madras to the Agent & Manager Madras No. 3624 dated 13 Nov 95, and to state that in the opinion of H.E. the Govt. Council, Tharapuram would probably be best served by a branch from the line between Podanur and Dindigul, but that the time has not yet arrived to undertake a detailed survey of

Petition from the
inhabitants of Tharapuram
praying for the construction
of a railway from Podanur
to Dindigul.

H. 12/12 R. 12/12
circ 5/12. R. 12/12

This will

File 14/12/95

Documents to be seen:

(1) Copy of letter to be from 2/12
referred to.

(2) Petition from the inhabi-
tants of Dharmapuram dated
26/11/95

Despatch in R. office on 19.12.95

No. 872. R. dated 19.12.95

SERIAL
No. 28

TO

His Excellency the Governor in Council
of Fort St. George and Dependencies.

MAY IT PLEASE YOUR EXCELLENCY.

We the undermentioned residents of the Town and Taluk of Udamalpet, Coimbatore District, respectfully beg to bring to your Excellency's notice the absence of Telegraphic communication from this remote place to the other parts of the District and the Presidency, and to request that the construction of a line from Udamalpet to Pothanur via Pollachi may be sanctioned.

2. This town is the Taluk station of the southern most Taluk of the District which is of rising importance, its present population according to the last census being 10,000, and that of the whole Taluk being 142,945. It contains also a District Munsiff's Court, a High School, a Hospital and a Sub-Registrar's Office. A large section of the people have extensive commercial transactions with Tuticorin, Madura, Trichinopoly, Salem, Cuddalore, Madras, Bangalore, Coimbatore, Palghat, Cochin and Bombay. The nearest Telegraph Station is 40 miles from here. The value of the exports and imports may be approximately estimated as shown in the table below:—

Exports-produce.	Acres under cultivation.	Average outturn in weight.	Average value.
Cotton	38,521	481,512 maunds.	722,269
Sugarcane	1,000	200,000 „	260,000
Tobacco	2,447	195,560 „	244,700
Cumin	...	26,000 „	104,000
Garlic	...	10,000 „	15,000
Coriander	...	30,000 „	15,000
Other pulses	...	232,000 „	100,000
Coffee	1,000	20,000 „	200,000
Imports of arecanuts, dates, pepper, cloth, iron, twist-cotton and other articles }			1,000,000
Total Rupees ...			2,660,969

3. Government has this year advanced more than a lac of Rupees to the ryots of this Taluk for sinking and repairing wells, which should necessarily increase the outturn of tobacco, sugarcane and other industrial commodities.

4. As has already been mentioned, there are several public permanent offices in the town. There are also 8 firms of Nattukkottai chetties who do extensive banking business and who have transactions with the Presidency town and places in Burmah and the island of Ceylon. Besides, it forms the camping station of one or other of the District and Divisional officers—Revenue, Judicial, Police, Educational, Medical, Forest and Survey—almost throughout the year. Emergent information to and back from the Head Quarters of the District takes nearly four days to reach. The delay for the merchants in obtaining information of the market of the distant centres mentioned above is such, as to seriously interfere with their concerns.

5. Further, there are many officials, pleaders, and schoolmasters, who are residents of the town not being natives of the place besides the colony of European planters who have sunk large capitals, in clearing forests and raising plantations on the adjacent hills separating this District from the border native state, and to meet whose convenience a road is under construction leading from the town to the hills, and a special Post Office is to be opened.

6. A rough estimate of the income that may be realized from the opening of a telegraphic line may be given to be no less than Rs. 200 while the cost of maintaining an establishment here will be about Rs. 20.

7. In giving the above estimate we have excluded from our consideration the receipts that may be derived from the Pollachi station through which the line will pass. This station is a Taluk station and the Head Quarters of the Head Assistant Collector. It is chiefly noted for its big weekly market where people congregate from the various parts of this and the adjacent districts, and commodities of the estimated value of Rupees one lac and even more, are bought and sold every week.

8. To point out to your Excellency the extreme urgency of the opening of the line, we even venture to submit that, should the Government hesitate to grant our prayer fearing the line may not be paying, we may be permitted to open at our own cost the proposed line and to work it under the regulations now in force.

In conclusion, we beg that your Excellency may be graciously pleased to accord a favourable consideration to this humble representation and thus enable us to fully participate in the recent improvements of the period.

For which act of charity, we shall, as in duty bound, ever pray.

Mad
Ry Branch

Encls 1

Recd: 15.1.96

9643 in the Ry Branch

for 15th Dec 1915

To,

His Excellency the Governor in Council

Madras-
SECRETARY
10 JAN 1896

We, the undersigned, residents of the Town and Taluk of ~~Podanur~~ ^{Coimbatore} District respectfully beg to bring to your Excellency's notice, in continuation of our telegram dated November 1895, the necessity for the immediate extension of Podanur-Dindigul Railway in the next working session i.e. 1896 and request that the survey of the line may be sanctioned for 1896.

That the extension of Podanur-Dindigul Railway was under consideration for a long time and was decided in 1891 that the line should be extended;

That the financial consideration put off the scheme for a time and the East Coast Railway also delayed it for some time more

That considering the urgency of this line, the Erode-Satyamangalam line is postponed in favour of this line

That as far as the humble memorialists were aware the survey of Podanur-Dindigul line in 1896 was a decided one. But all on a sudden the memorialists came to know that the above line is to be given up in favor of Shoravanor-Cochin and Calicut.

is more advantageous and more convenient than the other. Further Dharapuram branch may in future be extended towards north till it meets Erode - Trichinopoly South Indian Railway.

Under the above circumstances the memorialists most humbly pray that your Excellency will be graciously pleased to sanction the taking up of the survey of the Podanur - Dindigul line in the next working Session. (1896)

For which act of charity and benevolence the memorialists shall, as in duty bound, ever pray,

B. K. Ramalingaiah
Madras
for Chairman

had about 1500 the signature
not kept. F.M.

All communications
should be addressed
to the Secretary.

No. 49 R.C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch

Calcutta, the 13th January 1896.

Sir,

I am directed to acknowledge the receipt of your letter No. 872 R., dated 19th December 1895, forwarding, for orders, a petition from the inhabitants of Dharapuram in which they pray for the construction of a railway from Podanur, via Dharapuram, to Dindigul.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for a line of railway from either Palghat or Podanur to Dindigul, and to add that the views of the Government of India on a similar proposal submitted by the Madras Railway Company were conveyed to you in Public Works Department letter No. 1321 R.C., dated 25th October 1895.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Annam

Under-Secretary.

Documents accompanying:-

Nil.

Copy of para 2. to both
Madras & Dharapuram
F.M. 14/1/96
F.M. 20/1/96

P. W. CURRENT No. 526

Dec: 20.1.96

No. 377 C/22nd January 1896
T. W. C. N. 526 No. 30

Letter from the Govt of
India no 49 R.C. 13.1.96

Copy of para 2 of
the above forwarded to
(1) the inhabitants of
Dharapuram in the Coim-
batore DC
(2) the inhabitants of
Udamalpet in the Coimbatore
DC

with reference to their
memorial praying for
the ^{surveys} ~~construction~~ of the
Coimbatore & Dharapuram Railway

By from

Padam Dharapuram

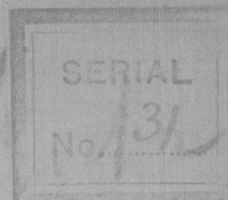
Free
20/1
R.

Original
Separate copies should
be made for (1) + (2)

20/1
R.

All communications
should be addressed
to the Secretary.

No. 161 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.



File 15/2

Calcutta, the 6th February 1896.

The following is forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information, in continuation of Government of India letter No. 49 R.C., dated 13th January 1896.

By order,

E. A. M. M. M.

Offg. Under-Secretary.

Copy of a letter No. 160 R.C., dated the 6th February 1896, from the Secretary to the Government of India, Public Works Department, to Mr. V. S. Rama S. Aiyer, Udamalpet, Coimbatore District, Madras Presidency.

With reference to the petition of the residents of the town of Udamalpet praying for the survey of the proposed railway from Podanur to Dindigul, the undersigned is directed to point out that the memorial should have been submitted to the Government of India through the Government of Madras.

2. The petition is therefore returned for submission through the proper channel.

Document accompanying:-
Petition in original, No. 1978.

AMM
7-6-96

A.L.M.

23/1

Dec: 12. 2. 96

His Excellency the Governor

Letter from the Agent
and Manager, Madras
Railway, et. 9085, dated
10/11
30th November 1896, re
Podanur - Dividigul Rail-
way.

Forwarded to
His Excellency the Governor
for perusal.

2. No action appears
necessary unless His Ex-
cellency wishes a refer-
ence to the Local and
Municipal Department
on page 7 of the Report.

The question will come
up again when the
Board sanction the
Survey which the Govt
wishes to make.

10/12

MS. R

A reference should, I think, be made, but
to the B. of Revenue, not the L. & M.
Dept.

25/11 18. 12. 96

make the 26.

19/12

14/12 17/12 19/12

N^o 12 C of 4-1-97

SERIAL
No. 42

Report on the proposed
Podanur-Dindigul Railway
by Mr. J. L. Taylor Assistant
Traffic Manager, Madras
Railway.

Copy forwarded to
the Revenue Department
with reference to page 7
of the Report: ~~in view of~~
~~correct statistics being~~
~~furnished.~~

Recd
4/1/97

19/12

5/1

SERIAL
No. 47

Revenue (1897) Department.

4186.
CURRENT No. 2982



Sp 1074(3)

From The Board of Revenue
(Revenue Settlement, Land
Records and Agriculture)
Madras.

Order No. 1963 d 10 April 97.

Recorded.

Transferred to the
Public Works Dept (By Mr)
with reference to Govt No 120
d 4.1.1897.

No. 2543 Mis.

Dated 5th April 1897.

Received 28-4-97.

Registered

Enclosures 7.

Spare copies

g. secy to Govt.

List.

SUBJECT.

Traffic Registration.

Remarking on the
criticism of the Assistant
Traffic Manager, Madras
Railway, regarding
at Shorapuram.

(P.
3949)

Copy to AM. with ref to para 4
and ask for information

20/4/97

1/5/97

Pakim

19-4-97

BACK PAPERS.

G.O.	No.	Department.	Date.
a	237	Rev.	16-1-97

FURTHER PAPERS.

G.O.	No.	Department.	Date.



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture.)

Dated 5th April 1897.

No. 2543 Miscellaneous.

READ

Government Order, Revenue Department, dated 16th January 1897 No. 237.Resolution.

At page 7 of his report on the Podanur - Dindigul extension, the Assistant Traffic Manager has stated in reference to the traffic registered in 1892-93 at the traffic registration office on the Bharapuram - Palni road that "Although this return is supposed to be actual traffic to and from Bharapuram and Palni, the situation of the office would also take in traffic to and from Karur and Palni." As a matter of fact, the traffic

to and from Palni and Karur was advised
 by included for registration at the office
 referred to, which was placed at the
 Junction of Palni and Sindigal roads.
 This office appears to be identical
 with that referred to by the Assistant
 Traffic Manager.

vide page 3
 marked in page
 2 of G.O. 143-A
 13-2-52

2. In the next para, the Assistant
 Traffic Manager speaks of an
 Indian maund as equal to 25 lb. The
 Indian maund mentioned in the Trade
 Statistics of this Department is invariably
 82 $\frac{2}{7}$ lb. The term Indian maund
 is inapplicable to a maund of 25 lb
 which is local to Madras only.

3. The figures given in the next
 two paras differ from those given in
 the returns of Road traffic for the
 Station at the Junction of the Palni & Harapouram
 and Sindigal roads, as shown below.

To

To show all the data, the Board has
 added for the information of the Traffic
 Manager, particulars for each of the
 three years, during which traffic has been
 registered at this station.

Items.	As per state- ment H of the Assistant Traf- fic Manager's Report.	As per traffic returns received in the Board's office.					
		1892-93		1893-94		1894-95	
		Long distance	Short distance	Long distance	Short distance	Long distance	Short distance
Goods - Total		I. mds	I. mds	I. mds	I. mds	I. mds	I. mds
Maundage that passed up and down	22,334 mds. of 25 lb.	177,408	19,851	346,174	53,356	394,914	51,517
Cattle, Sheep & goats, horses &c.	No 648	18,801	7,827	44,366	13,663	37,233	15,165
Passengers	No 17,683	44,604	5,012	83,584	11,508	71,407	14,348

4. The Board is unable to understand
 whence the figures given by the Assistant
 Traffic Manager, were obtained and
 would be obliged if the Traffic
 Manager could inform it of the
 source

Source whence they were derived.

(True Extract)

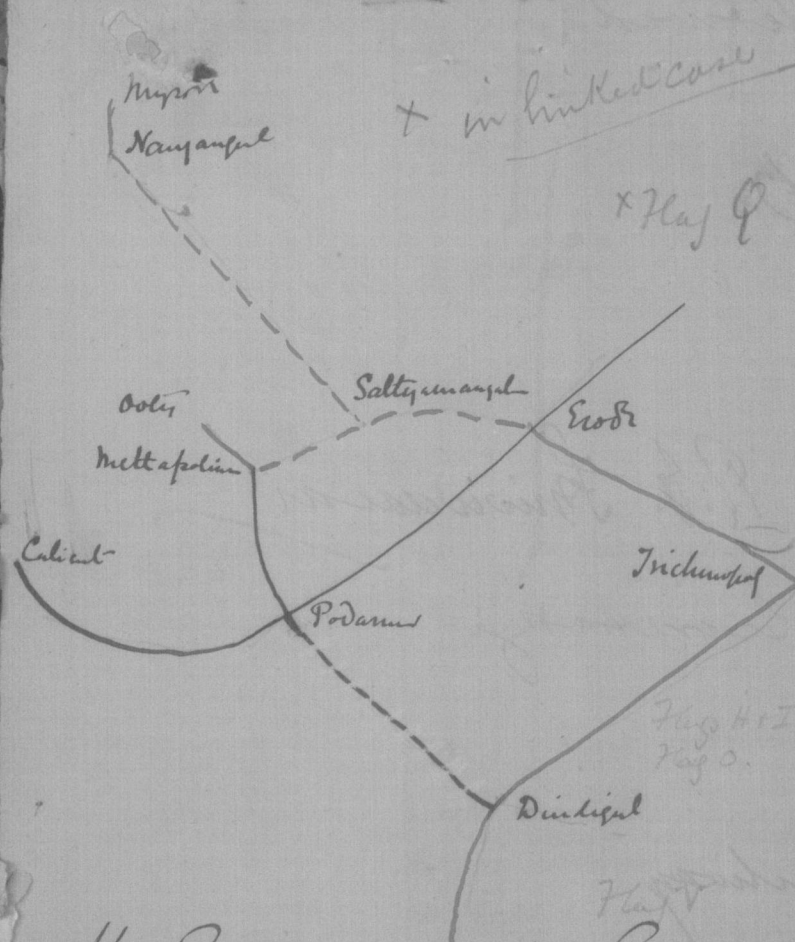
R. G. Srinivasan
Secretary.

To the Traffic Manager,
Madras Railway.
Copy to the Secretary to Government,
Revenue Department.

Exdch
5/4/97

P.W. & L.
4/86/97

Consq. Engrs Current No 3010



His Excellency the Governor
The Hon'ble Sir Henry Miskin
The Hon'ble Mr. J. G. Rose, C.S.

Podanur - Dindigul and
Erode - Sattayamangalam
railways

Letter from Agent & Manager
Madras R.R. No. 9075 d. 12/1/87
b22

The Agent has asked that the
views of Govt with regard to
these two projects may be
communicated to him for
the information of his Board.
Both the Madras and S.I. rail-
ways have laid claim to make
the first line, while as regard
the second the M.R. have urged
their right to construct a
branch from Erode to Sattayama-
ngalam, and the Melpi and
S.I. Railways have approached
the Govt of India with proposals
to make the more extended
line from Erode, through Sattaya-
mangalam to Nanganal &
Mysore.

The history of the two lines
with arguments that seem
to make for their construction
by one or the other railway are
given in notes dated 20/3/87
and 15/12/86 (Hays V and Z)
These arguments are brief
as under.

O.T.O.	
for construction of Melpi and S.I. R.	Erode - Nanganal against
1. The advantage of linking up the	

28.2.97

Erode - Nanyangud

For construction of Nilgiri and S.I.R.

The advantage of linking up the metre-gauge system of Southern India with the S.I.R. and (some day) the Hyderabad-Mysore and the Nilgiri R.R.

Erode -

against

1. The damage that will be done to M.R. traffic a railway that is already a burden on the state for not earning its guaranteed interest.

2. The possibility of its not earning its guarantee, passing as it does through a very poor country beyond Sattayamangalam a uper Shalukhish will require a 1 mi 40 pds a pretty heavy work.

3. The probability that India will not accept a 3 1/2% guarantee (see para 4 of C.O. letter to India)

Erode - Sattayamangalam

For construction of Madras - R.R.

against

1. It will be a valuable feeder to the country as far as Sattayamangalam being a populous

2. There should be little difficulty about the money now that the State has agreed to Calicut - Cannanore line

1. It will be a perpetual bar to the linking up of the metre-gauge systems to which this Govt. has attached great importance

2. Greater initial cost than if construction metre gauge

Podanur - Dinidigul

For construction of M.R.

against

1. Cheaper working
2. Spreading cost of Saherani establishment over greater length of line & thus reducing working expenses

3. Will place planting community of Annamalai & Palani hills in connection with ports at Calicut & Tellicherry where after using established roads

is less difficult about raising money now that terms have been arranged with Sec. Govt.

1. Greater initial cost
& less return on money invested

Podanur - Dinidigul

For construction of S.I.R.

against

1. Less initial cost & better returns on capital invested.

2. The Board has made no serious move as yet & negotiations about the financing the line likely to be very prolonged.

2. The planting community would be put in connection with a more distant port with (Nilgiri) no fault for after coming

17th V

Know letter to India 332 R of 10/5/87 we have expressed a hope that a concession for the Nanyangud - Erode may be given to the Nilgiri C.O. and that that C.O. may receive permission to prepare surveys & estimates.

As regards the Podanur - Dinidigul no particular recommendation has been made. In the Consulting Engineers note attached it is said that the two railways S.I.R. and M.R. have put in claims to make this line & that of the S.I.R. and Nilgiri are allowed to make the Erode - Nanyangud the M.R. may be allowed to make the Podanur - Dinidigul but that the ~~line~~ ^{matter} is not ready for consideration at the coming Conference.

Insofar then as this Govt. has expressed any opinion preference has been given to the construction of the Podanur - Dinidigul & the Madras R.R. and of the Erode - Sattayamangalam & the

Nigri Railway (worked by S.I.R.)

Before we can refer to the Madras

R^y it seems necessary that this
Govt should come to a decision
as to the policy to be followed,
express its views to the Govt of
India and obtain from that
Govt a decision as to whether
either or both lines should
be entrusted to the Madras R^y.

The balance of expediency seen
to be in favour of the Madras
R^y for the Podanur - Dindigul
and of the Nigri and S.I.R.
for the Nanyangudi - Coor. This
view has been already taken
in our General letter to India
and need not be dwelt on
at more length. A recom-
mendation might be made
to allow a proper survey to
be made of the Madras R^y of
the Podanur - Dindigul, so
that a complete project with
plans & estimates might be
ready for submission to the
R^y Conference of 1898.

India's letter 1321 R^e discouraged
further surveys till the West
Coast Railways were in progress
but since the matter has attained
materially of a decision having
been arrived at as regards the
financing of branches to the Madras
R^y and in a later letter we
have been asked for further statistics
of the Shivanur - Cochin R^y.

7/1/97

I am inclined to agree. We should say to the Agent M. R.
that we are not yet prepared to express our views.

A.S.H.
29.7.97

Yes.
A.S.H.

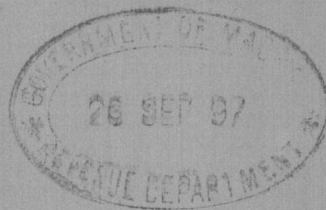
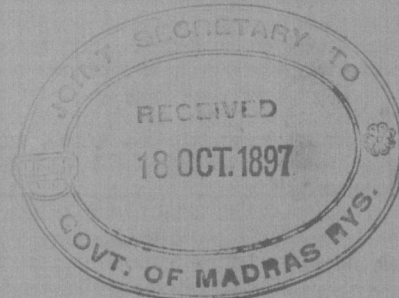
We can best do this after we get
India's reply to our letter about the
S.I.R. Dindigul Belgaum offer.

F.W.S.

7/8/97

x 7/1/97

Public Works
Revenue (1897) Department.



CURRENT No.

10375

From

Order Endst. no. 5347 of 14th Oct 97.

Transferred to the

P.W.D. (Ry. Branch)

in continuation of

Order Endst. no. 1963 Rev.

of 10th April 1897.

M. W. S.

18/10/97.
Ag. Secretary to Govt.

12/10/97
18/10/97

File
No 87. Dated 28/10/97
Recorded

12/10/97

R

12/10/97

The Board of Revenue
Revenue Department
Land Records & Agriculture
Madras
No. 7787 m

Dated 22nd September 1897

Received 19.10.97

Registered 19.10.97

Enclosures 3

Spare copies.

SUBJECT.

Remarks on the criticism
of the Assistant Traffic Mana-
ger, Madras Railway, regarding
the statistics of Road traffic
registered at Sharanpur and in
1892-93.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

(Sett. 24-2,000-29-10-90)



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture.)

Dated 2nd July 1897.

No. 4802 Mis

Read again Board's Proceedings no 3331 miscellaneous dated 12th May 1897.

READ The following letter from the Tahsildar of Charapuram to the Collector of Coimbatore, No. 1107 of 97, dated 8th June 1897.

With reference to your order N. D. O. No. 1830 A of 97 dated 19th May 1897, I beg to report that in the year 1892-93 the traffic on road leading from Harur to Pollachi via Charapuram at the junction with the roads from Harur to Palani and Ovidigal was registered. The traffics from Harur to Ovidigal and Palani and from Pollachi to Ovidigal and Palani and vice versa were registered.

In December 1895 the District Board, Coimbatore, ordered to

furnish a statement showing the traffic to and from Palni registered at Sharapuram during the year 1892-93. The statement giving the above information was prepared and submitted to him on the 12th January 1896. The other traffics have been omitted in the above statement as those were not required by him. This statement was given to the Union Chairman, Sharapuram, for some information at his request. It seems that when Mr. Taylor, Assistant Traffic Manager, had come to Sharapuram, the above statement was given to him by the Union Chairman.

So I beg to report that the discrepancy between the figures given by the Union Chairman and that by the Board is due to the non-inclusion of the traffic of other roads.

Lead also the following endorsement thereon from the Collector of Coimbatore Ref. No. 1830(c) dated 2nd

16th June 1897.

Forwarded to the Secretary to the Commission of Suez Canal, Land Revenue and Agriculture, Madras, with reference to the Proceedings No. 3331 12.5.97

2. The explanation of the Union Chairman has not yet been received. A reminder has been sent to him to expedite its transmission, and it will be submitted on its receipt.

3. The Assistant Traffic Manager's report is returned.

Resolution

Recorded pending the receipt of the Union Chairman's explanation promised by the Collector.

2. The Sharapuram Tahsildar should be asked to submit an explanation with reference to the statements concerning him in paras 2 and 4 of the Assistant Traffic



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture.)

Dated 23rd July 1897.

No. 5713 ms

READ

the following letter from the Chairman
Dharapuram Union to the Collector of
Coimbatore, dated 16th June 1897.

In reply to your memo, reference
on Cur. No. 1830 B/200, I have the honor
to submit that the figures referred to,
in column 2 of the statement attached to
the memo under reply do not seem to
have been given by me under my
signature and that they were given by
the merchants on a rough estimate with
no accounts to support the figures.

Read also the following endorsement
thereon from the Collector of Coimbatore
dis. No. 2161 dated 23rd June 1897.

Submitted to the Secretary to
the Commissioner of Revenue Settlement,
Land Records and Agriculture, Madras

Momagu's letter No. 6. 26028, dated
15th April 1897, read in the Board's
Proceedings quoted above. The Tehsildar
should also be asked to explain
why the maundage in the state
was furnished by him to the
President, District Board, Coimbatore
is given in terms of the Madras
Maund of 25 lbs as stated by
the Assistant Traffic Manager
instead of the Indian Maund of
82 $\frac{2}{7}$ lbs which is alone adopted
in this department for the pur-
poses of road-traffic registration.
(True copy and extract)

(Signed) L. C. Buckley
Jammie Secretary

To the Collector of Coimbatore.

(True copy)

Buckley
24/6

Jammie Secretary

OWE
10375/57

20 P.J.
23/7



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture.)

Dated 22nd September 1897.

No. 7787 mms

in continuation of this office d.o.c. No.
1830c of 97, dated 16th June 1897.

Resolution

Recorded pending the receipt of the further explanation from the Tahsildar of Dharampura called for in Board's Proceedings dated 2nd July 1897. No. 1802 mms.

+ copy attached

(True copy and extract)

(Signed) L. C. Buckley

Jamie Secretary

To the Collector of Coimbatore.

(True copy)

Buckley
196

Jamie Secretary

22/9/97

10375/97

READ
237
151-57

again Board's Proceedings No. 2543 mms dated 5th April 1897.

+ Copy attached

Read again Board's Proceedings No. 5713 mms dated 23rd July 1897.

Read also the following letter from the Tahsildar of Dharampura to the Collector of Coimbatore, No. 1846/dec. dated 28th August 1897.

With reference to your endorsement, def. on current No. 159/B+L of 97, dated 12th July 1897, I beg to explain as follows:—

2. The order calling for the statement under reference was received from the President, District Board, in December 1896, and my predecessor

who was then in office gave instructions for the preparation of it. The statement was then compiled by one Venkataramamair, the late Traffic clerk, who was then at Mangayam, and submitted to the President, District Board. When replying to your memorandum, Ref. on Ltr. No. ^{1830 A} _{Rev.} of 97, dated 19-5-97, I had to see the statement. It was found to contain figures relating to the traffic that was carried from Charaparam to Palni and vice versa. This fact was reported to you in my letter No. ¹¹⁰⁷ _{Rev.}, dated 8.6.97.

3. This Statement was not furnished by me to the Assistant Traffic Manager Mr. Taylor, but the Union chairman who took it from this office for some information appears to have handed over the same to that gentleman when he had been here.

4. Mr. Taylor when he came here, last year, convened a

large gathering of merchants & with the help of the chairman and explained to them the object of his visit to the place. I was also asked by him to be present at the meeting and he then showed me the statement and said that the figures given therein were not correct. I was unable to explain the inaccuracy, or otherwise of the figures and stated that I could not check the figures without the help of the person who compiled it from the Traffic Registers. Thereupon, Mr. Taylor said it was alright and that he could go on without it. So I thought he did not want anything further to be done with the statement. To the best of my memory he never wanted from me a revised statement and if he had wished to have one, he could have written to me. I have not received any letter from him on the subject.

5. The Maundage in the statement was given in Indian maunds of $82\frac{2}{7}$ lbs and not in Madras Maunds of 25 lbs as stated by the

Assistant Traffic Manager as would appear from the footnote to the statement furnished to the President, District Board.

Read also the following endorsement thereon from the Collector of Coimbatore No. $\frac{3039}{257}$, dated 2nd September 1897.

Submitted to the Secretary to the Commissioner of Devanahalli Settlement, Land Records and Agriculture, Madras with reference to its Proceedings No. 4802, dated 2nd July last.

Resolution

From the correspondence read above it appears that the Assistant Traffic Manager, Madras Railway, obtained incomplete figures from an informal ~~and~~ source and misinterpreted the information he obtained, by calculating a maund at 25 lbs

instead of $82 \frac{2}{7}$ lbs.

2. Complete statistics of traffic having been already furnished to the Traffic Manager Madras Railway, there is no need of any further action.

(True Copy and extract)

Drummen
24/9

Jamini Secretary

To
The Secretary to Government,
Devanahalli Department
" Traffic Manager, Madras Railway
" Collector of Coimbatore

End P2
28/9

Public Works (1897) Department. ⁶¹

CURRENT No. 10446

Two currents

From
The Govt. of India

Order

No. 1702 R.C.

Sh

The memorialists may be informed
that the matter is under
consideration & that there is
no immediate prospect of the
line being constructed

I don't know about this. ^{22/10/97}
I think that there are very fair prospects
now that the Indian R.C. has agreed to a new
policy for raising capital. Before the memorialists
that the interest of their town are not being lost
sight of, and that as soon as anything more definite
is known it shall be communicated to them.

^{22/10/97}
FWS

Dated 14th October 1897
Received }
Registered } 20-10-97
Enclosures 2
Spare copies

SUBJECT.

Railway from Godanur
to Hindigal.

Transferring for
disposal a memorial from
the inhabitants of the
town of Dharapuram
praying for the early
construction of a —

Dec 3
10375/97

BACK PAPERS.

FURTHER PAPERS.

No.

Date.

No.

Date.

All communications
should be addressed
to the Secretary.

No. 1702 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.



Simla, the 14th October 1897.

The under-mentioned paper is transferred to the
Joint Secretary to the Government of Madras, Public Works
Department, Railway Branch, for disposal.

By Order,

G. A. Muller
Under Secretary.

A.P.

Document referred to.

Memorial dated the 6th September 1897, from the
inhabitants of the town of Dharapuram praying for the
early construction of a railway from Podanur to Dindigal.

22/6/59
No 854 RC

22.29.59

To,

His Excellency

The Viceroy and Governor
General of India
Calcutta.

The most humble memorial of the
inhabitants of the town of Dharapa-
ram, Coimbatore Dt., in the
Madras Presidency respectfully
sheweth:-

1. That although the proposal
for the construction of the Podanur
Dindigul Railway is being talked
of for the past 12 or more years,
the realisation of the project is still
being postponed.
2. That the towns of Dharapuram,
Ollachi, Udumalpet and Palani,
through which the Podanur Dindigul
Railway is proposed to be constructed,
are great grain-producing
centres, and places of extensive
commercial importance, with
a population over 15,000 each.
3. That the great commercial activity

9884 RC

22/6/59

greatly retarded, and their enormous grain produce rendered less useful to the public at large, through the absence nearest Railway Communications to any of these centres, the nearest Railway station being at a distance of 30 miles.

4. That the grain supply of the above stated centres, has been to great extent helpful in alleviating the pinching of famine in the Northern Circars, and such supplies would have been much more beneficial to those of famine districts by the existence of a Railway by affording increased facilities for the easy transport of grain at a cheaper cost.

5. That Mr. Taylor, the Asst. Traffic Manager of the Madras Railway Company, who was sent last year to the above stated places on deputation, with a view to inspect and report regarding the advisability of undertaking the Podanur-Dindigul Railway project has, in his report to the Directors of the Madras Ry in England

insisted on the immediate necessity of undertaking the proposal.

5. That the memorialists most respectfully beg to submit that although a like memorial to your Excellency on the 26th November has been rejected, stating that if time had not then come for surveying the proposed line, the undertaking of the project at the time of scarcity will greatly alleviate the miseries of the starving poor by providing them sufficient daily wages.

6. That the memorialists, therefore most respectfully request that your Excellency will be pleased to sanction the immediate undertaking of the Podanur-Dindigul Railway which, as has already been pointed out, will both be highly remunerative to the Company and exceedingly beneficial to the public.

The memorialists most respectfully beg to remain
Your Excellency's most loyal subjects

Dharapuram
6th September 1897

The inhabitants of Dharapuram
D. R. Ramachandra Rao

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Memorandum from
the Govt. of India P.W.D. } H.E. No. 1702 R.C. of 14th Oct 1897

The memorialists
will be informed that the interests
of their town are not being lost
sight of, and that as soon as
anything more definite is known
regarding the construction of a
railway from Podarum to
Dindigul it will be communica-
ted to them.

J.H. 28/10/97
R

To the Collector of Combalore

To the Inhabitants of
Dharapuram
Combalore District

No 663.

OFFICE MEMORANDUM.

TRANSFERRED for disposal
Public Works Department. to the Secretary to the Government of India in the

No reply has been sent to the enclosed.

Amula
The 23rd Sept 1897

9884 R.C.

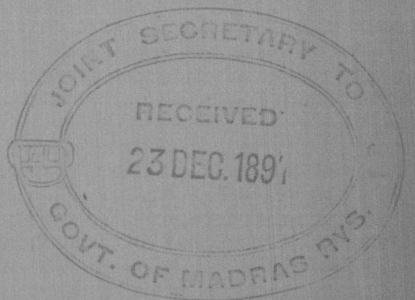
W. J. Smith
Private Secretary to the Viceroy.

On 21/10/97

[Faint handwritten notes in Tamil script]

(Railway)
Public Works (1897) Department.

CURRENT No. 253.



Please see Memo N, B & C

From

The Local Municipal
Distr

Order No. 24 R. M. of 17 Jan. 1898

No. 2832 M. M.

The Dindigul Municipal Council
may be informed that Govt. fully
recognizes that the Podanur - Dindigul
railway would be of great value to the
district and that endeavours are being
made to bring about the construction of the
line. As soon as arrangements have been
made completed for financing and con-
structing the line, the Municipal Council
will be informed

Dated 18-12-97

Received

Registered

Enclosures

Spare copies

SUBJECT.

Passing orders on the
address presented to the
Governor by the Municipal
Commissioner of Dindigul &
referring for consideration the
question of opening the
Dindigul Palghat Railway

EM
- No. That will not quite do. Inform them
that the reasonable requirements of Dindigul to be placed in
Railway communication with the District lying to the East
& North of it have not been met as yet by Government,
but that as it is necessary to compare their claims with those

of many other places less favourably situated in the matter of Railway communication.

They must await their turn for a place in the general railway programme for the future.

unless the proposed line should be taken up by promoters who see no need for financial aid from Government. 7 MS 11/1/98

BACK PAPERS.

FURTHER PAPERS.