

RAILWAY BRANCH.

G.O. No. 416 . R
A

DATED 25th June

[Despatch Abstract.]

Grincamund Terminal Station — Starting the
the survey in Council has resolved to give the
site of — at Metturthy and requesting
the Bombay Engineer — for Eng. to give the
necessary instructions to the Agent & Chief
Engineer of the Eng. Company, and to
call on him to furnish plans of the
Station site for the final approval of
Government.

Railway.

Note by the Collector of Nilgiris, dated 22nd September 1896.
 Letter to Agent and Chief Engineer, Nilgiri Railway, dated 14th October 1896, No. 182—O.
 Endorsement from the Local and Municipal Department, dated 24th November 1896, No. 1373.
 Letter to Agent and Chief Engineer, Nilgiri Railway, " 2nd December " " 1444.
 Endorsement from Collector of Nilgiris, dated 23rd December 1896. " " " 3956.
 Letter to " Agent and Chief Engineer, Nilgiri Railway, dated 19th January 1897, No. 225.
 Letter from Major-General Tillard, dated 30th April 1897. 22nd " " " 280.
 Letter to " " 1st May " " No. 83-D.
 Note by the Collector of Nilgiris, " 16th June "
 Letter from the Agent and Chief Engineer, Nilgiri Railway, dated 21st June 1897, No. 1280.
 Memorial from the Merchants, Tradesmen, Professional men and House owners of Ootacamund,
 without number or date.

His Excellency the Governor in Council, after an interview with certain representatives of the residential and trading community of Ootacamund, has resolved to fix the site for the Ootacamund terminal station at Mettucherry. The Consulting Engineer for Railways will give the necessary intimation to the Agent and Chief Engineer, Nilgiri Railway Company, and will call upon him to furnish plans of the station site for the final approval of Government.

Under Secretary to Government,
Railway Branch.

Exd. W. D'Moss.

22. SE
ERNMENT

1. On 29. May 1895, Mr. Weightman, Engineer in Chief,
~~was~~ sent to Mr. Sim, Acting Collector, a tracing
 showing roughly the alignment. The line does
 not cross the willow-bund, & the station is
 located on the race-course near the Market.
2. On 11. June 1895, ^{Mr. Sim} hoped this selection was
 not unalterable, as it was in several respects
 objectionable.
3. On 3. July 1895 Mr. Upcott, Consulting Engineer,
 forwarded two plans for inspection & return,
 & stated that H. E. The Governor approved of a
 site near Metucheri, shown in blue pencil. The
 plans were returned.
4. On 12. July 1895, the Consulting Engineer sent to
 the Engineer in Chief a copy of a note on
 the proposed site, drawn up for the information
 of the Hon^{ble} Members of Council (not Communi-
 -cated to this office.)
5. On 14. Nov. 1895, Mr. Upcott forwarded to the

2.
Collector a plan of the Station Site, measuring about 822 Acres & asked for an approximate estimate of value of land, buildings etc.

6. On 12 March 1896, Mr. Rawson, Acting Collector, gave an approximate estimate of Rs. 67,000.

7. The Permanent Collector Mr. Rees returned to the district in April, & on 27 May wrote to ask the State of the extension to Solapur. Mr. Hodson, officiating for Mr. Upcott, in his reply considered that the Station Site selected last year seemed the best both for town & railway; but that the price assessed seemed enormous. He had accordingly sent the file for perusal of H. E.

8. Mr. Rees replied the next day (28 May 1896), mentioning apparently in doubt between the two plans; for Mr. Hodson ^{now} described the site as shown in that dated 11.11.95 which had accompanied Mr. Upcott's letter of 14 November. He added "I do not think the site is at all too large; in fact I am surprised Mr. Weightman did not consider it necessary to ask for a little more of the high ground on the West, so as to

provide quarters for the Staff, which will probably have to be located here eventually."

A further passage runs ^{xxx} it is now intended on to the byroad or Mysore, as no doubt it will be some day, as a fact from the railway point of view the possibility of getting out by nothing low towards Segur road is one of the reasons why this particular site was selected."

9. It thus appears that, so far as is known to this office, Government has not formally sanctioned the Mettacheri site. It also would seem that neither the permanent nor the late Acting Collector has been consulted in the selection. It has also been ascertained ^{no representative of} that the Municipal Council has been consulted. Further, no steps have been taken to secure any portion of the site.

10. Under these circumstances it has been thought that it is not out of order to raise the question whether the best possible

Site has been suggested; & permission has personally been granted to do so.

11. As this is entirely a question of comparison, it may at once be stated what ~~are~~ appears to be the other possible locations;

i. on the Bishopdown estate.

ii. Below Lock End, at the foot of Kandel.

12. i. on the Bishopdown Estate.

Mr. Clarke offers confidentially to sell to Government the whole estate, about 200 A. for a lakh & a half. (this includes the tea estate of Belmont ^{about 50 Acres} in the adjoining valley, the inclusion of which, ~~about 50 A.~~ would bring the price up to 2 lacs.)

It is not improbable that Mr. Clarke would take a lakh & a quarter; in which case his offer might be worth consideration.

For only 55,000 more than the Mettuckeri

x. 12. besides
D.A. for the
Station

Site Government would acquire* about 192 Acres of land, ^{part of} on which quarters for the Staff might be provided, & the rest of the land could be laid out & sold for house sites on very advantageous terms, which

would very possibly recoup all expenditure.

It is however this site does not appear to be as good as the next, & no further reference will be made to it.

13. Below Lock-Tind, at the ^{foot} ~~bottom~~ of Randal.

The site cannot be specified in more detail as it must be selected by the Railway Staff & (or Engineers).

There is ^{the} ~~no~~ doubt a site can be selected in this locality without taking up houses.

So far as can be said without seeing the particular site selected, it is probable 12

Acres could be taken up for some 6000 Rs.

(as against 8 A for 67,000 Rs estimated by Mr. Rawson.)

14. (a) Thus a Randal site (as it may be called)

would be much cheaper than the Metuckeri site.

(b) If railway going there would not be so

inconvenient & unsightly as one crossing

the valley by St. Thomas Church, crossing

the lane near the Willow-bund, & running up the Met-

-cheri valley, necessitating two or more gate-

-crossings.

(c) The native town, bazaar & Railway lines &

now the only that need of necessity spring
 up round the Station and at Kandal have
 been of room & will not spoil the valley
 as a Sanatorium for Europeans. At Mel-
 tcher, not many years would pass before
 the whole space between the Pousat Sandrock
 station and the air would be entirely oc-
 cupied in other words, a new native town
 with its unpleasant accompaniments would
 spring up in the centre of the ~~Station~~ Settle-
 ment.

d. The question of distance must be discussed.
 For Europeans & Russians this does not matter
 much for either side they will mostly use
 carriages. & whether they drive half a mile
 or a mile to Meltcher, or a mile & a half
 further to Kandal will not concern them greatly.
 As to native passengers, in a few years time
 Kandal would become the main town.
 As to goods, in time Kandal would be as
 convenient as Meltcher: ^{regarding the} even ~~at~~ present
 it is hardly more expensive to cart two miles
 than half a mile. But in the development of
 the community it is the future rather than the
 present that is to be considered.

in cases of above Salem etc are not
valuable. Here we see no amount of
the size of our inhabitants who are expected to
go 4 miles to a Railway and a Settlement of
Europeans to serve whose convenience has
native hazards and suffering in & which one of
them is chosen for the Railway will enormously
devalue their present ratio of importance
may roughly be taken at one to four but this
affords no index to their future growth, which
is absolutely dependent upon the Railway
Station.

4. It appears to be doubtful whether an extension
to Mysore or Madurai will ever take place.
If it does the Metticheri site requires a tunnel
the Kandal does not. If no extension can
fairly be contemplated then, as appears
from para. 8 one of the reasons for
selecting Metticheri falls to the ground.

9. To sum up. If the Bishopadour site be
put out of the question, the choice lies
between Metticheri & Kandal. The former
is very expensive, the latter is not. The

corner will ^{at once} short the rail
visions & will encourage ^{the} of a new
I understand town in the ^{of the}
Settlement. The latter will keep the Rail-
way out of the valley until it approaches
the Station. The Station will be at the lower
end of the valley, & the new town will
spread towards the Kennels up towards
the Sugar road & up the Kandal valley.
With the minimum of inconvenience to
visitors ^{while} the facilities for trade will
before long be just as good as though
Methuen had been selected.

15 On these considerations, it is suggested
that the Consulting Engineer to Government &
the Chief Engineer of the Railway may be
asked to inspect the locality now indicated ^{where}
& report whether a convenient site cannot ^{there}
be selected at a more reasonable
cost than would be incurred by a location
at Methuen.

H. T. Methuen

16

To what Mr. Zemenhaere has said it may be added (1) that as Botocamund has been created by and exists for the sake of the European community, every effort should be made to keep the accessories native town quite apart from the European residences. If the Ry. Stn. were in the valley between the R.C. church & the Jail, that valley would in time be filled with the huts & houses of all the native servants, coolies & other gentry and that cluster about a terminal railway for passengers & goods, and the whole neighbourhood for a considerable distance would very greatly deteriorate & become less attractive as a residence for the Europeans for whose benefit only exists.

(2) Whatever improvements may be made in the intercepting sewer to prevent sewage & filth from flowing into the lake, it will be a matter of importance to check the growth & any enlargement of the native town, the drainage from which must flow towards the lake, & if ever there is an obstruction in it (supposing the long delayed repair to be carried out) or such an increase in the volume of sewage as to require the enlargement of the pipe, the lake will again be fouled while alterations are being carried out.

And I think it a fatal mistake for the purpose of Botocamund as a pleasure resort and a sanitarium, to allow the Ry. Stn. to be located anywhere but in the neighbourhood of the site indicated by Mr. Zemenhaere, viz. below Lock End & the foot of Kandal.

Sept 7. 10. 96.

Copy the file.
The 22 Sept 1896
MADRAS

My dear A. Sander
As His Excellency has given me permission to raise the question of the propriety of locating the Railway Station in Melacherry I send you a memorandum on the subject.

Yours sincerely
C. T. R. Scruell

~~Handwritten signature~~
~~over to the Ry. Stn.~~

At 28. 9. 96

At 3923 C of 5 Nov 1896
Forwarded to the L & M. Dept for communication to the Chairman, Municipal Council, Botocamund

Delivered to (C. T. R. Scruell) 6/11/96
offg. D.R.

No 182 of 14-10-96

SERIAL No.

Eric Nilgiri

Sir,
with ref. to correspondence ending with your letter No. 409 of 18/6/96, I have the h. to forward info. re that forward copy of a memorandum of the acting Collector Mr. M. M. in which he suggests an alternative site for the Botocamund station (2) at Bukt. Dm. below Lock End, and to enquire whether it would be suitable for an engineering point of view.

Sept 24/96

At 7. 10. 96.

A ref. to the Chairman Municipal Council will be made in the 27. 10. 96.

I have added a few remarks at the back of Mr. J's note. These need not go to the L & M. C. Nilgiri
At 7. 10. 96.

12/11

At 7.10.50

12/11

Local & Munl. (1896) Department.

CURRENT No.

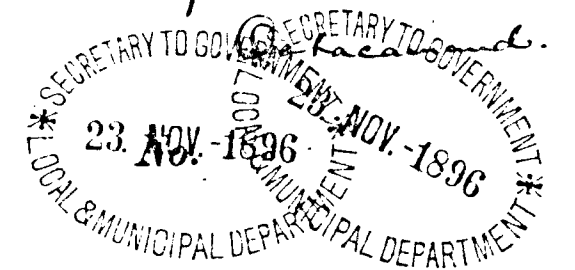
Chor 3014 + 3149^m.

From

The Chairman
Municipal Council

No. 1373
Order.

Transferred to the Public
works Department.



Dated 21st November 1896.

Received

Secretary to Government. Registered

Enclosures

Spare copies

V. A.
23/11/96
J. B. George
21 November 96

SUBJECT.

Site for the Ootacamund
Railway Station.

Submitting resolution of the
Municipal Council dated
the 21st November '96, regarding the

To
The Public works Department

on the Collector's
memorandum, dated, the

23/11/96

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No.

Special

Extract from the Proceedings of a Meeting of
Council held on Saturday the 21st.

nd-Municipal
1896.

RESOL.

Present

The Chairman
Colonel H. F. Stevenson
Rev. C. B. B. B. B.
A. M. Jones Esqr.
Mr. P. P. P. P. P.
Mr. C. R. C. R. C. R.
J. Browne Esqr.
G. F. Walsh Esqr.
L. W. Schmidt Esqr.

Subject

Read endorsement dated
11 November 1896, No 1292,
from the Secretary to Govern-
ment, Local and Municipal
Department, referring to the
Ootacamund Municipal
Council for early remarks
Mr. Trentham's memo-
randum suggesting an
alternative sites for the
Railway Station at Oota-
camund.

"The Council after careful
consideration of what has
been urged by Mr. Trentham
here the Ag. Collector,
and taking also into consid-
eration the probable effect
on the general sanitary
condition of the European
portion of Ootacamund is un-
animously of opinion that
the most appropriate site for the
proposed Railway Station is the one
near Kandalak."

(True Extract)

MUNICIPAL OFFICE,

OOTACAMUND, 21st November 1896.

To

W. A. A. A.
Chairman.

21st November 1890

OOTACAMUND.

G. M. Forbes Esq.
Secretary to Government. Local and
Municipal Department
Port Saint George.

Sir,

Sir,

With reference to your endorsement
No. 1292 dated the 11th November Instant referring
to the Ootacamund Municipal Council for
early remarks a memorandum by Mr. I
M. A. Menon, the Acting Collector of
Nilgiris, on the site of the proposed Ootaca-
mund Railway Station, I have the
honor to enclose copy of the Proceedings
of a Special Meeting of the Municipal
Council held on the 21st November 1906 on
the subject.

I have the honor to be,

I have the honor to be,

Yours most obed^t Servant,
W. Barrett
Chairman

Herewith returned.

[L. & M.
1,000-25-10-20]

Public Works.
Local & Muni. (1896) Department.

SERIAL

No.

CURRENT No.

No. 1444
Order

Transferred to the Public Works
Department in Continuation of Endorse-
ment No. 1373 of 24th November 1906.

From

Major General J.A. Willard C.B.

J. A. Willard
Secretary to Government

No.

Dated 28-11-06

Received 1-12-06

Registered 1-12-06

Enclosures

Spare copies

SUBJECT.

J. A. Willard
Public Works Departt.
with four maps.

Praying that the Ootacamund
Railway station may be located in the
neighbourhood of Kandal, as recommended
by the municipal Council.

BACK PAPERS.

G.O.	No.	Department	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

LEISHMAN & CO.
BREWERS.
COTACAMUND.

Nilgiri Brewery.

Cotacamund, 25th Nov. 1896.

The Collector of Nilgiris
Cotacamund

Sir,

As the question of the site of the Nilgiri Railway Station at Cotacamund is now under consideration, it appears to us, that as we shall undoubtedly be for the largest volume of goods traffic, both up and down, of the new railway, our views in regard to the site are worthy of some attention.

The Cotacamund Municipality here, we understand, recommended the Mandal site, in preference to those near Bishopscove and Mettucherry, without discussing the respective merits, on general grounds of public convenience, of these two sites. They may point out that the building of a station in a locality so remote as Mandal, would very seriously detract from the otherwise very great advantages which railway communication would naturally afford us.

Since the question of the site of the station, as we understand is no way definitely settled we feel that the Government may very possibly, at this time, welcome any suggestion on the subject from those who

importers of goods in the district are unanimously of the opinion that it would be not only to our own advantage, but that of the general public

LEISHMAN & CO.,
BREWERS,
COTACAMUND.

Nilgiri Brewery.

Cotacamund, 25-11-1896.

The Collector of Nilgiris
(Continued)

who, like ourselves, will make very
extensive use of the Railway.

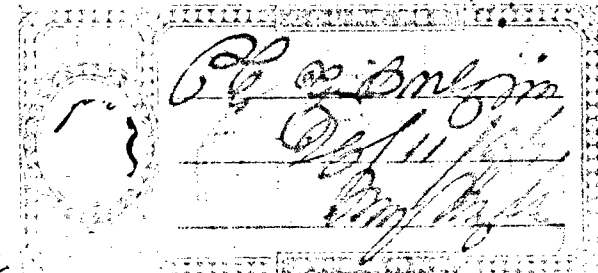
We shall be happy to furnish
you, if you so desire, with full
particulars of the extent of the goods-
traffic connected with this business,
in order to substantiate the attention
which we trust this application will
receive.

We have the honor to be

Sir
Your Most Obedient Servants

LEISHMAN & CO.
P.P. A. J. Law.

That we ~~are~~ as a body
importers of goods in the district
are unanimously of the opinion that
it would be not only to our own
advantage, but that of the general
public



Cotacamund.
25 November 1866

J. H. A. Spennheere Esq
Collector, Nilgiris
Cotacamund.

Sir

We the undersigned merchants & traders of Cotacamund, learning that it has been recommended that the Railway Station for this Town should be at Kandal, instead of at Meltocherry, have the honor respectfully to protest against the proposed site, on the following grounds:-

1. That Kandal village is from $1\frac{1}{2}$ to 2 miles from the centre of Cotacamund.
2. That the approaches to it whether along the Church & Club roads, or by the Lake Road are indifferent, as regards levels & distance.
3. That apart from the haulage of goods, it would be inconvenient for the majority of passengers, either natives or Europeans to be set down at so great distance from the chief Hotels, Bazaars, & Houses that are rented by Europeans.
4. That during the S.W. Monsoon, Kandal is one of the most exposed portions of the Station, & is low lying & swampy.
5. That we ~~are~~ as a body & among the chief importers of goods in the district are unanimously of the opinion that it would be not only to our own advantage, but that of the general public.

Finally we beg that this protest may be forwarded to Government in the usual way.

We have the honor to be
Sir,
Your most Obedient Servants

Supplication

Approved: *A. E. Suthapah Pillai* Registrar

Attest
In Testimony
whereof a Pres. &c

W. J. Heath

voor mohammed saït

Mohammed Gomel Salt

Adam said

Etiam scy man ait

৩১-৭-২৩: ২০৭ ২১২.৬

Col. Green sent
G. Williams for J. Sebastian.

St. Johannes
Massen

Amor eufueren desöt

only
- Angola last

Abro's Suit
Huron Suit-
Williamson's Suit
Abundant Suit.

✓ 24 22 6 off wait
J. M. Nagalingum Pillay
Meanyu Sairi Bros.
Co.

Wm. L. Garrison
J. P. Kimball & Co.

منبر اربعہ نشا و

داد و ستاد

LEISHMAN & CO.,
P.P. *204* *San Francisco*

Eng. Schwanke & } Stockhaus
M. Schwanke. } Hotel.

Doc. B. C. L.

to Smith.

J. Smith & Co. - 11-12-13

C. Green Farrington Hotel

H. Thompson

110

Oota camund
 28th November 1876
 From Major General Pitt Rivers C.B.

1/12/76

Submitted to Joint
 Secretary to Govern-
 ment - Railway
 Branch, Madras, with
 another petition from Messrs. J. & C. S. & Co.
 and Municipal Council, Secunderabad.

For collector
 Nilgiri Collector's office
 Oota camund 23 Dec 1876

24/12
 25/12
 26/12

Encl.

Consisting of over 400 acres
 all the buildings there-upon, including the
 house

Ootacamund
 28th November 1926.
 From Major General Pitt Rivers C.B.

EXTRACT FROM
 Settlement Map of Ootacamund.

SHOWING NATIVE PLOTS,
 IN CAERLAVEROCK.

SCALE 24 INCHES = 1 MILE.

BOUNDARIES.

North Kandal Stream
 South B 551.
 East B 555.
 West B 551.
 By Loc. No. 512.
 North Kandal Road.
 South Kandal Stream.
 East B 510 & B 511.
 West New Pykara Road.

B/512	1 40
530	83
531	95
532	35
533	40
534	14
535	24
536	19
537	15
538	76
539	97
540	68
541	68
542	19
543	69
544	59
545	17
546	13
547	10
548	155
549	26
550	14

TOTAL 8 85 acres.

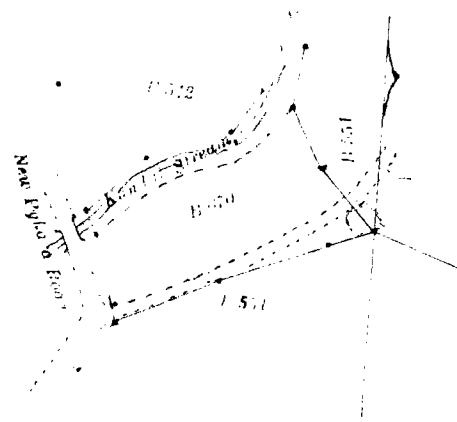


Consisting of over 40 acres,
 all the buildings there-upon, including the
 house

Ootacamund
 28th November 1896.
 From Map General Milward CB.

EXTRACT FROM
 Settlement Map of Ootac

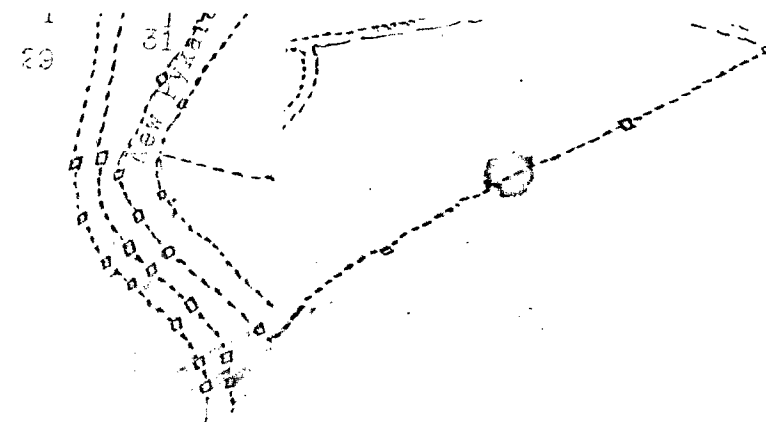
Showing Permanent Puttah No. 5
 IN CAERLAVEROCK
 SCALE 24 INCHES = 1 MILE



B. 570 85 ACRES.
 BOUNDARIES.
 North Kandal Stream.
 South B 554
 East B 551
 West New Pykara road

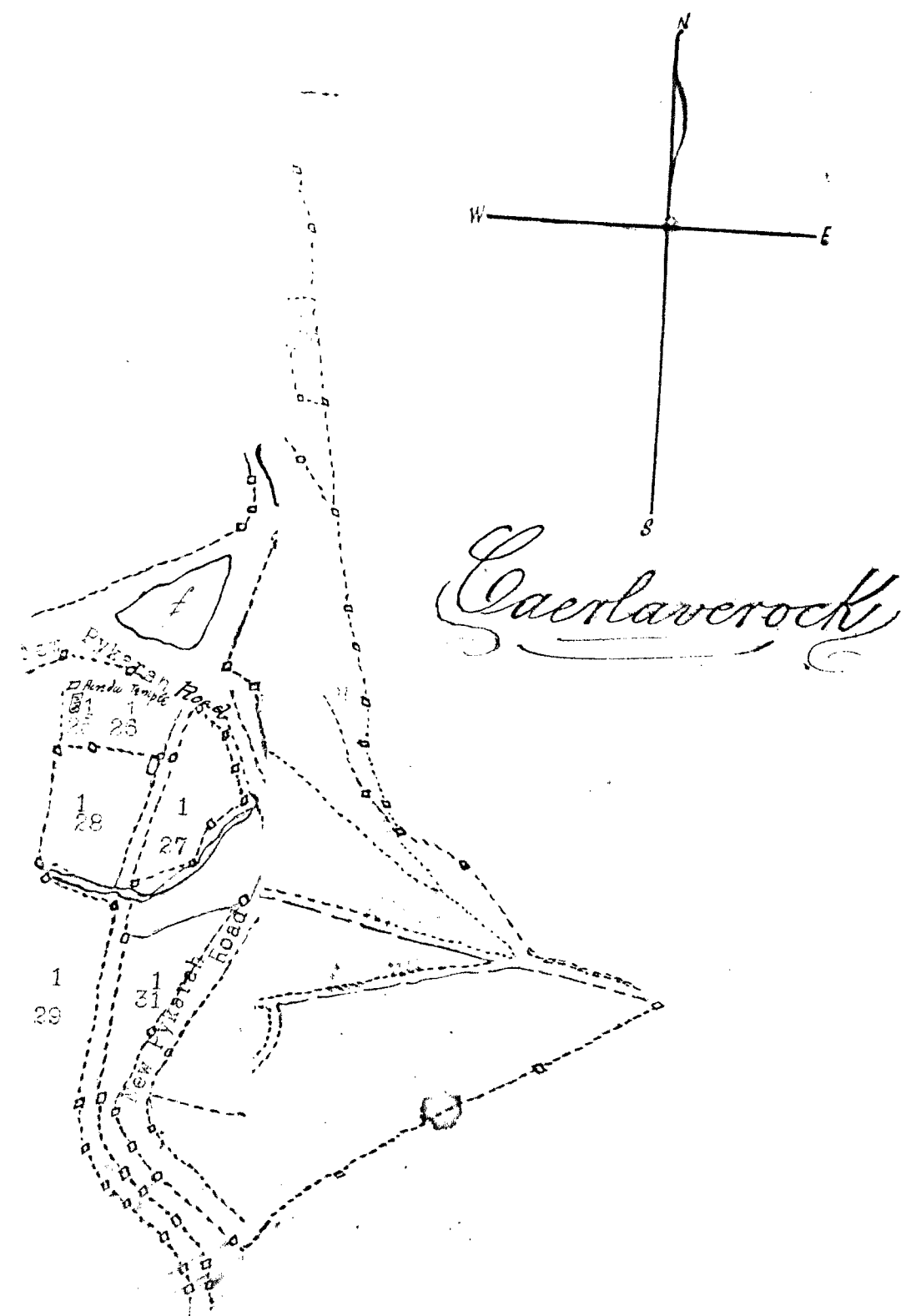
NILGIRI NEWS PRESS.

S. 2A
 20 2 2.



Consisting of over 40 acres
 all the buildings there-upon, including the
 house

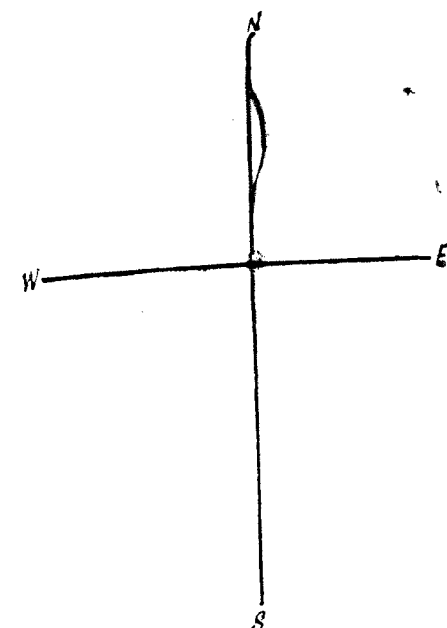
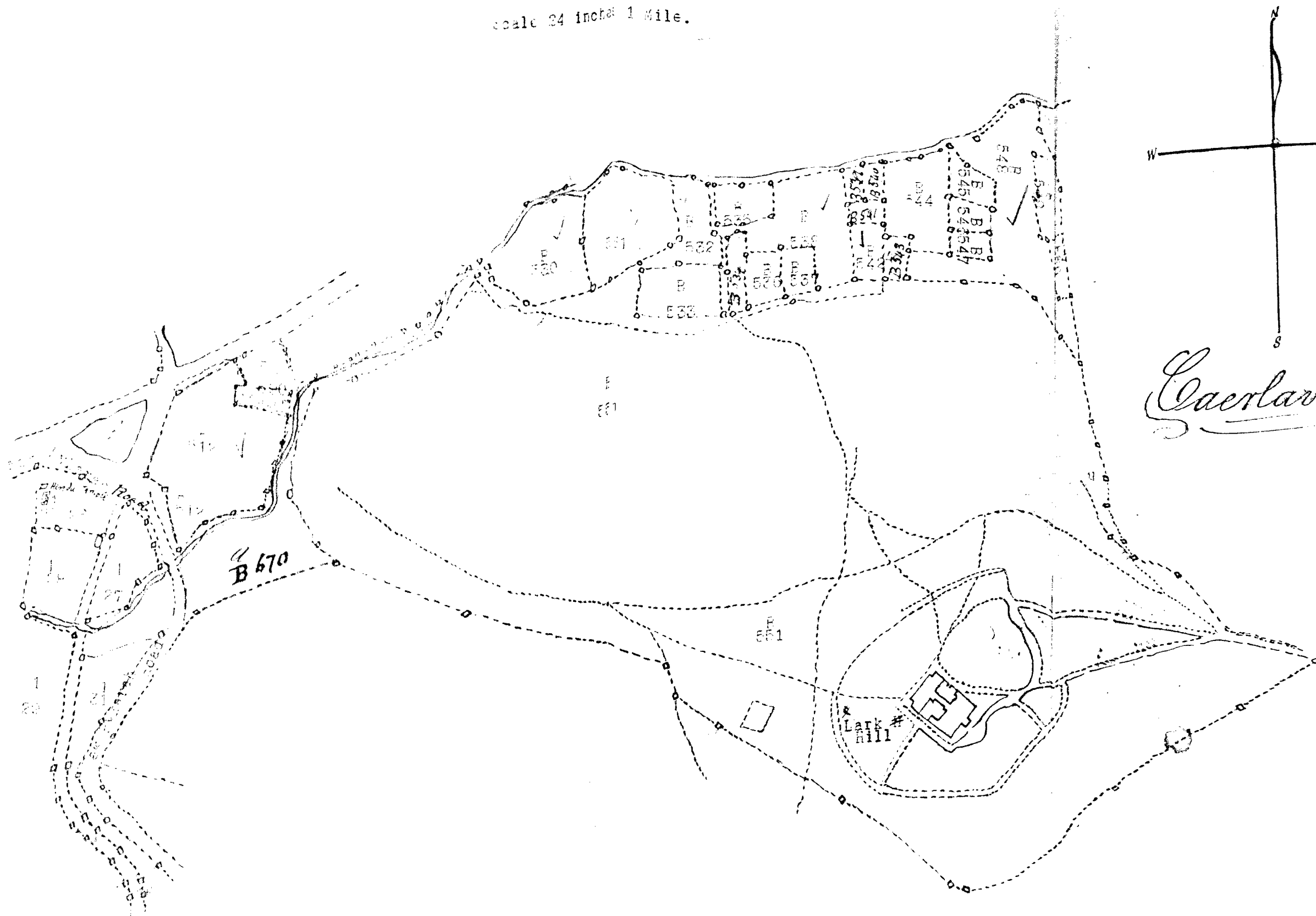
Osta camund
 28th November 1896.
 From Major General Pitt Rivers C.B.



Consisting of over 40 acres
 all the buildings there-upon, including the
 house

Oota camund
 28th November 1896.
 From Major General Pitt Rivers C.B.
 The War Office, Government

scale 24 inches 1 mile.



Caerlaverock

are in view of the house

Osta camund
28th November 1896.
From Major General Pittman CB

105 127
17



4
32/4
15 6/4
10/10

consisting of over 45 acres of land and
all the buildings there-upon, including the
house

Ootacamund

28th November 1896.

From Major General Pitt Rivers C.B.

The Secretary to Government,
Municipal & Local Trust & Department.

Sir, I am informed that the Ootacamund Municipal Council was recently addressed by the Government of Madras regarding a site for a railway station in Ootacamund, and that the Council unanimously concurred with the recommendation of Mr. Dumsenhere, Collector of the Nilgiris, that the station should be located at the West End of Kandul below "Locke End".

2. Mr. Dumsenhere remarked that it is probable twelve (12) acres of suitable land could be taken up in this locality for about Rs. 6000.

There is no possible site below Locke End, so far as I am aware, except on my property, and I was assured some eighteen months ago that this land (which is in the immediate neighbourhood of Kandul) was worth Rs. 200 for a tenth of an acre, that if I would consent to cut it up in small blocks I should readily dispose of the same at the price mentioned. Now that the railway is completed, the value of land in this neighbourhood will be largely increased, and worth at least Rs. 3000 an acre.

3. But the object of this letter is to state that I am prepared to sell my property, consisting of over 45 acres of land and all the buildings thereupon, including the house

* By Mr. Fraser, who surveyed the property for me.

house known as "Jaerlavrock", together with its fixtures and the greater portion of the furniture, for the sum of one lakh of rupees, and I have the honor now to point out the advantages which will accrue to the Railway Company if my offer is accepted.

4. In the first place the house is one of the largest and most beautifully situated in Ootacamund. It was formerly owned and occupied by Colonel Shaw Stewart R.E. (then Secretary of Govt. S.P.W.) who practically rebuilt it. It was subsequently occupied by Sir James Humber, during his tenure of office as Senior Medical Officer, British Troops, in this Presidency, who paid a rent of either Rs. 225 or Rs. 250 per mensem per annum during the whole period of his tenancy. The house may be said to have never been unoccupied, and must always command a rental of from Rs. 200 to Rs. 250 per annum mensem. It was put in thorough repair last year, new offices were built, and it is certainly one of the best houses in Ootacamund. It was occupied this year by the Honble Mr. D. McNeil Campbell at a monthly rent of Rs. 250, and this officer is anxious to secure the house during the tenure of his appointment as Secy. of Govt. Madras, Public Works Department.

The

This is a private road.

The Railway Company would therefore receive an annual rent of from Rs. 2500 to Rs. 3000 a year, i.e. would secure interest on their outlay at the rate of from 2½ to 3 per cent.

5. A second consideration is that the Company could make an unlimited number of bricks on their own land. I had the soil examined by experts last year, and a lakh of bricks were made, which Mr. Delbridge said were the best he has seen in this place. There is without doubt excellent brick earth on the estate, and as there are also many thousand bluegums, bricks will cost no more than the payment of the labour for their manufacture.

6. Besides the bluegums referred to, there are several acres of cinchona, and also a certain number of melacorylans, on the property.

7. These are three or four capital building sites for first class houses, and these might be sold off without in any way interfering with the amenities of the present residence.

8. I attach four plans of the Estate. Plan A exhibits the original area of Jaerlavrock; B. & C. plots which have been added to the property at various times; D. shows the whole estate.

9. It will be observed in Plan A that there is a road from the New By Karah Road leading to the low lying parts of the property.

This

This could easily be extended to the main entrance from the Hadfield Road. The line of railway could probably enter the property as marked in Plan A, and the railway station be somewhere in the position indicated. The new road could thus lead direct to the station, and save about a mile for travellers going to it from the East end of the Settlement via the Hadfield road. It would moreover, open out the property, and many small houses might be erected about it. I may add that as Ottumunund rapidly extends westward, as it is bounded by, new hotels will be required, and Paerlavrook offers an ideal situation for one. It is close to the docks, close to the golf links, close to the boat house, a little over a mile from the Church, library, &c., and under a mile from Hobart Park.

10. I am convinced that the railway company will not procure anything approaching such a convenient site for a railway station, at the West end of the settlement, on such advantageous terms as are hereby offered, for in my opinion the property is worth all a lakh of rupees to any one as a speculation. Land on the side of a steep hill, and above the water supply, between the Church and Shadden House, is being taken up at Rs. 2000 an acre (and I understand in one or more cases at an even greater price) and

I have no doubt that, when the railway is completed, land in the vicinity of the railway station will be worth a great deal more than that. I am anxious to sell the estate only because of existing circumstances I can no longer live happily upon it.

11. The only alternative feasible site for a railway station appears to be in Mettucherry. The advantage claimed for this site, is that it is near the bazaar, and is more central than the Kandal site. The disadvantages urged against it are (1) that the railway would be brought into the lake valley, and would run for a considerable distance close by the road bordering the lake; (2) that an embankment would have to be made across the lake near the willow bend, and thus the area of the lake would be curtailed; (3) that there would necessarily be two level crossings over roads which are much used, viz. one over the road below "Fernhill", and the other over the lake road at the north end of the willow bend; (4) that Mettucherry is already in an unsanitary condition, and that the establishment of a railway station would bring about an increase in the number of small houses in the neighbourhood, and so would intensify an existing and very great evil; (5) that it will be more difficult and more expensive to bring the line to Mettucherry than to Kandal; and moreover, should the line be eventually extended to Gudalur or Mysore, a very considerable expenditure will have to be incurred in getting away from Mettucherry, while the Kandal station would be on the direct line. The sole disadvantage urged against the Kandal site is that it is some distance from the

the quarter of the settlements in which the
business establishments are located, but
this objection will be met in some degree if
my proposals are accepted, and it may fairly
be urged that Dotacamund was not made
as to be a commercial centre but a sanatorium
for Europeans. If it should hereafter be
considered advisable to bring the railway to the
immediate vicinity of the bazaar, the line could
be extended without difficulty along the valley
below "Dortbrook House", past "Wittington", and
so brought by a short tunnel under "Sandrock"
into the Muttacherry Valley.

12. I have hitherto been strongly in favour
of the Muttacherry side believing that the railway
would eradicate the unsightly hovels, the open
dewar, the filthy latrine which line the Muttacherry
road, and which are a scandal and a disgrace
to one of the most beautiful places in India.
But if it be that a station in Muttacherry
will attract natives round it and so increase
the foulness of the valley; if it be that a station
in Kandal will draw away the inhabitants
from Muttacherry; then I venture to express
a very earnest hope that the recommendation
of the Dotacamund Municipal Council
will be adopted, and that the railway station
will be located in the neighbourhood of
Kandal.

I have the honor to be, Sir,
your most obedt. servant
W. Lillard
M. P. Council

Form No. 10.

Railway Department.

SERIAL

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 16th December 1896

To
The Engineer-in-Chief
Nilgiri Ry

No. 1008 Reply No. 108, dated 14/1/97

SIR,

Reminders.

In forwarding
herewith plans A and D
(to be returned) of the
property at Colacumund
known as "Carlavrock"
the whole of which, mea-
suring 45 acres as re-
presented in plan D, the
owner is prepared to sell
for One lakh of Rupees. I
have the honour to re-
quest that you will
kindly report on this
as a possible site among
the others which have
been proposed. - H. g/m

P.W. 10980/96

one copy

SERIAL

No.

Pay to order
Revenue (189) Department.

CURRENT No.

Order

From

*J. H. A. Fremont & Co.
ag Collectors of Nilgiris
Coimbatore*

Disposal No. $\frac{2682}{1896}$

Dated 21 - 12 - 1896

Received

Registered

Enclosures 2

Spare copies

SUBJECT

*Submitting two petitions
against the location of the
Nilgiri Railway Station at
Ranand.*

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Proceedings of a Special meeting of the
Ostacumund Municipal Council held
on Saturday the 21st November 1896.

Read endorsement dated 11th
November 1896 No. 1292 from the Secretary to
Government Local and Municipal Depart-
ment, referring to the Ostacumund Municipi-
pal Council for early remarks. Our Treas-
urer's memorandum suggesting
alternative sites for the Railway Station at
Ostacumund— The Council after careful
consideration of what has been urged by
our Treasurer, the Acting Collector, and taking
also into consideration the probable effect
on the general sanitary condition of the European
portion of Ostacumund is unanimously of
opinion that the most appropriate site
for the proposed Railway Station is the one
near Kundar

of Geo. Hammett
Chairman.

(True Extract)

100

09/08/02

ASST. & CHIEF ENGINEER.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 19th January 1897.

To

The Agent & Chief Eng.
Mylapore Ry.

No. 225 Reply No. , dated

SIR.

With reference
to your letter no: 908 of
14th January 1897 + in con-
tinuation of this office
letter no. 182 of 14th Oct 1896,
I have the honor to for-
ward herewith copies of
2 petitions from Messrs
Leishman & Co + from
the merchants & owners of
boats owned of 25th + 26th
November 1896 respectively
+ to request that these
may be considered when
submitting the report
promised in your letter
no. 872 of 30th Novr. 1896.

Reminders.

no 225 of 5.3.97 9/1/97

19/1/97

19/1/97

W. 100

Signature
14/12/96
[Signature]

Ootacamund
14th December 1896

To

J. H. A. Gremmherz Esq:
Collector of the Nilgiris
Ootacamund

Most honored Sir

We the undersigned inhabitants of Kandal, Mettocherry, Willowbund road, Beef Butchers Street, and the Bazaar street Ootacamund most humbly beg to bring the following facts for your honors kind consideration and information.

- 1 That the proposed Nilgiri "Rigi" Railway Station has been decided somewhere near Lock-end Side near Kandal Ootacamund.

We have by various petitions represented to Government, that the Railway Station should be erected somewhere near Kandal, instead of that of the Site near Mettocherry. to which proposal by Government we the above named inhabitants have quite concurred with, and deem it a favor conferred upon us.

- 2 A copy of G. O. No 601 B. dated the 10th July 1896 on the Subject is herewith enclosed for your perusal and information.

We are given to understand that the greater portion of the leading merchants of this place are preparing a memorial to Government, proposing that the Railway

Handwritten text in Tamil script, likely a list or record of items, possibly related to a temple or administrative office. The text is written in a cursive style and includes various characters and symbols.

Handwritten text in Tamil script, continuing the list or record. It includes several lines of text, some of which are underlined or written in a larger, more prominent script. The text appears to be a continuation of the list or record on the left page.

Handwritten text in Tamil script, continuing the list or record. It includes several lines of text, some of which are underlined or written in a larger, more prominent script. The text appears to be a continuation of the list or record on the left page.

Handwritten text in Tamil script, continuing the list or record. It includes several lines of text, some of which are underlined or written in a larger, more prominent script. The text appears to be a continuation of the list or record on the left page.

Handwritten text in Tamil script, continuing the list or record. It includes several lines of text, some of which are underlined or written in a larger, more prominent script. The text appears to be a continuation of the list or record on the left page.

R. Form No 3

Public Works Department
Railway Branch

Proceedings of the Madras Government

Read the following Petition from the inhabitants of
Mettocherry. Ootacamund dated 14th Sept 1895.

Petition from the inhabitants of Mettocherry. Ootaca-
mund dated 11th November 1895

Petition from the inhabitants of Mettocherry. Ootaca-
mund dated 1st June 1896

Order thereon No 601 R of July 1896

In reply to their memorials of 14th September and 11th
November 1895 and 1st June 1896 the Petitioners will be
informed that the question of a site for the Railway
station at Ootacamund in the event of the Nilgiri
Railway being extended thereto, is under consideration
by His Excellency the Governor in Council who may
be trusted to act in accordance with the best interests
of the community in general

True extract

Ld. C. M. M.

Offs. Secy to Govr P. W. D.

Railway Branch

11/1
9/1

Form added to the Consulting Engineer
-ur, Railway Branch, Madras.

for collector

R. 16/1

11/1

Form No. 10.

Rail way Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 22nd January 1897.

To

Magist. & Ch. Engr.
Mysore Railway

No. 280 Reply No. , dated

SIR.

Reminders.

No. 280 of 22-97 S.B. 97.

In continuation
of my letter No. 225
of 19th January 1897, I
have the honor to
forward herewith ^{for your perusal} another
memorial of 14th Decr.
1896 from the inhabi-
tants of Kandal, Kuloi.
Cherry & protesting
against the selection of
Kuloo-cherry as the site
for the Cooy railway
station & to request the
favors of its return
with the memorial
sent when submitting your report
on

the station site.

for ER

A consideration of the various sites which have been suggested for a railway station at Ootacamund.

(1). As the location of the railway station at Ootacamund is an important question, I have prepared this memorandum in order to bring together the advantages and disadvantages of the sites which have been proposed.

(2). It has, I understand, been quite decided to bring the railway along the Lovedale Road alignment to the small village of Majanakorai, which is marked A in the accompanying plan. We have, therefore, to take into view the further extension from that point.

(3). When Sir Alec Wilson, one of the Directors of the Nilgiri Railway Company, was at Ootacamund some weeks ago, he told me that four sites for the station had been brought under his consideration, viz. I, Mettucherry; II, Bishop's Down; III, a site on the Downs beyond the West end of the lake, which has been termed the Kandal site; IV, Caerlawrock. He added that Mr. Doughtman, the Engineer-in-Chief of the railway, has "plumped for Mettucherry", and that as he, Sir Alec, had only to consider the interests of the Company, he in the main agreed with him. But he frankly acknowledged that there are other interests involved in the question, viz. the interests of the settlement, and the interests of Government; and he naively remarked that if he owned property or resided in Ootacamund, he would fight tooth and nail against the proposal which he intended now to recommend.

(4). I will discuss the sites in the order I have named them.

I. Mettucherry. The railway to this site would, I am told, follow some such line as that which is

22/1/97

22/1/97

is marked in blue on the plan. The advantages claimed for it are that the railway would be brought close up to the bazaar, and that the station would be more centrally situated at Muttucherry than at any of the other proposed sites. Mr. Wrightman once remarked to me that the railway cannot afford to risk any possible cart competition; but I think it is incredible that goods will be sent 32 miles by road from Muttupalaigam, because the railway station at Ottacamund is a few hundred yards from the bazaar and the market; and there is practically no goods traffic between Coonoor and Ottacamund. The Caerlawrock site would be almost as convenient to visitors as the Muttucherry site (as I shall presently show); and it would be much more convenient for visitors arriving, and for goods sent, from the Wynad and all places to the west of Ottacamund.

(5) The selection of the Muttucherry site would be against the interests of the State. For the line would pass through a valuable tea estate, and a number of houses would have to be taken up at a great cost in Muttucherry. Moreover, should the railway eventually be extended to Gudalur and Mysore, the only possible route from Muttucherry would be a tunnel under the saddle near "Sandrock": between the further end of the tunnel and the Caerlawrock site (the only possible route) several good houses would have to be taken up. I am aware that the company does not contemplate making this extension, but desires to bring the Mysore traffic up the Coonoor

* See line marked in green on the plan.

Shab

that by making the Nanfengde - Satyamaunglam,
and the Muttapalaigam - Brooke lines; it seems
true, however, that sooner or later a railway
must be made westward from Botatacannund,
and that it will be well to bear this point in mind
when the site for the railway station comes to be
finally determined.

(6). The selection of the Muttacherry site
would be against the interests of the general
community. The objections to it are well known.
In the first place it is believed it will not be possible
to take the railroad round St. Thomas's cemetery
without throwing back the lake road, i.e. without taking
up a portion of the cemetery. This would cause
grievous distress to those of us who are only interested
in the cemetery, and we cannot believe that Government
will sanction any such proposal. It has recently
been mooted that, in order to avoid the sharp curve
round the cemetery, the line might be carried across
the lake; and this scheme would undoubtedly obviate
one of the objections to the Muttacherry site. But only
one of them - one of the many. I should like to refer to
this line in some detail. First there would be a level
crossing over the main entrance to "Fern hill", and
there would be another level crossing over the lake road,
where the railway would emerge from the "Awby house" pond.
The line would run thence between the road and the
lake, for about half a mile if it is carried through
the willow thicket, or for over a quarter of a mile to
the bridge head if the lake is to be bridged. From the
north end of the bridge the line would ^{again probably} run for some
300 yards or more between the road and the lake.
Then

See dotted blue
line on plan.

Then, in either case, there would be a third level crossing, close to the bazaar, where there is heavy traffic. We contend that such a line, parallel and close to the lake road for half a mile, must prove a source of inconvenience and some danger to persons driving or riding along that road. Another very grave objection to the Musttucherry site is that a station there would accentuate the existing evils in that neighbourhood, for it would cause an augmentation in the number of natives residing in the heart of the settlement, and so an increase in the number of the wretched hovels which are now such a danger and discredit to the place. The requirements of Ostacumund as a sanitarium should receive the first consideration, and then can be no doubt it is desirable that the large settlement of natives in our midst should not be increased, but rather, if possible, diminished. In my opinion everything should give way to this. We want the place to be kept clean, the beauties of the surroundings to be preserved, the air and water to be unimpeded. There is no valid reason why the railway should be brought to Musttucherry, and therefore it should be kept out of the lake valley.

II. Bishopdown.

(71)

There is not much to be said about this site. It would not be a convenient one as it is on the confines of the settlement, is near to but a fish house, and is remote from both the bazaar and from Kaudal. The approach to a station located there would be steep and tedious. The railway would be introduced into the lake valley, though well above the lake road with which it would not interfere.

A station, with its sheds, huts, &c., on the plateau below Bishopscourt Hotel, would undoubtedly be aesthetically harmful.

(8). III. The Downs site.

It is scarcely necessary, in my opinion, to consider this site, as if the line should be taken here, it would obviously be advantageous to carry it on to the Fairlawns site.

(9). IV. Caerlawrook.

The line to this site is marked in red on the plan. When the Engineer-in-Chief of the Nilgiri railway has shown this site, he agreed that it is an excellent one, *quâ site*, but said the adoption of it would entail the construction of an extra mile of rail road (and that mile, in his opinion, a very difficult one) and so would add a large sum to the cost of the line. He also remarked that the site, though fairly central, would not be so convenient to the trade as the Mustincherry site. With reference to the first of these objections I believe the difficulties of this line are much exaggerated. I think I am right in saying it has not been surveyed for the Company, and that Mr. Brightman's knowledge of the land has been almost entirely obtained from the maps. My first suggestion was that the line should be carried direct from A to a bridge on the Fairlawns road (marked B), thence by an easy gradient to the South Supply Channel Reservoir (see plan), and so below "Gable Cottage" & Golf Corner (marked D),

With

Indeed if the railway is eventually extended to Gudalur it will be a direct saving to them, as the onward line must follow the new Py Karch road. I wish to emphasize this point. The length of the line A E D Z & the Caerlawrock station would be approximately $2\frac{3}{4}$ miles, the length of the line from A & Mettucherry about 2 miles. But if the railway is to be extended to Gudalur, the line from Mettucherry to point Z will eventually have to be made, a distance of about $1\frac{1}{2}$ miles. So that $3\frac{1}{2}$ miles of railroad will have to be constructed if the line runs to Gudalur via Mettucherry, against $2\frac{3}{4}$ miles if by the route I have indicated. Some months ago I offered to sell the whole estate of Caerlawrock (the house and 45 acres of land) to the railway company. I am willing, however, to make over only such portion of the land as may be actually required, compensation for it being estimated in the usual manner.

(11). The second objection urged against this site is that it would not be as convenient to the trade as the Mettucherry site. The Caerlawrock station would be situated at point S. From there to the Hadfield road (marked G) a road with an easy gradient would be made, which, crossing the Hadfield road, would be continued down block $\frac{B}{560A}$ to the Lake road, and so the bazaar would be reached in a short mile from S. It will be seen by a glance at the plan that S. would be a very convenient situation for the station. It is close to Kandal, and adjacent to the houses, to the north of that village.

x
To the main
surface of Caerlawrock
from Hadfield road.

Marked on the
plan in violet.

The Chairman of
the Municipal
Council informs
me there are 502
houses in Kaundol,
805 with 004 main
bazaars. —

Village, on the Westbury road. A new road would
bring Longwood and Sykes hotels within half a
mile of the station, and be a direct route to it
for houses in that neighbourhood.

(12). In and about Kaundol, already a large
village, the native community should undoubtedly
dwell; and if the station is located near it, there is
reason to hope that gradually the inhabitants of
the bazaar and of Muttaherry may be attracted
to it.

(13). I do not wish to unduly press my views
on this matter, but I do urge that the Caerlaverock
site should be fairly considered, that a survey of
the proposed line to it should be made, and that
the question of cost of the alternate routes should
be weighed. And if it be found that the Caerlaverock
line is feasible, Government may be pleased
to accede to the request of the Botacammund Municipal
Council, a request which I believe meets with the
broad approval of the majority of the residents,
that the railway may not be introduced into
the lake valley.

J. H. Tilcard M.L.C.

Caerlaverock
24th April 1897.

SEPT.
Ottawamund N. 48
30th April 1897.

From Maj. General J. A. Tillard C.B.
To The Secretary of Government,
Public Works Department. Bz.

Sir, I have the honor to forward herewith a memorandum referring to the location of the railway station in Ottawamund, in the hope that it may be submitted for the personal consideration of His Excellency the Governor, as well as for the consideration of Government. I send with the memorandum a plan of the country referred to in it.

I have the honor to be,
Sir,

Your most obedt. servant

J. A. Tillard
Maj. General.

File in the Case at
present. with map.

F.P.S.

30/4/97

No. 838

SERIAL

Government of Madras. No. 11

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

~~THE~~ *Majr Gen. J. A. Tillard C.B.*

Polacanna

189

SIR,

I am desired to acknowledge the receipt of your letter dated the 30th April 97. on the subject of the sit for Polacanna Station of the Nilgiri R., and in reply to assure you that the arguments advanced in the memorandum accompanying your letter shall receive full consideration.

I have, &

JMS

30/4/97

car Mr. Spring,

Please in case
with copy of
repts. 7/1/11
4/1/11

Caerlarnock
1st Mar 1897
SERIAL
No. 50

With apologies for troubling you I would
please, refer to the conversation I had with you yesterday
about sites for the O & G railway station. You advocate a plot
of ground near the north end of the willow bund on account
of its convenience (a) for the residents in the bazaar; (b) for a brewer;
(c) for sportsmen. It is certainly a handy situation for (a) & (b),
but do they demand special consideration? They sit on very well
with the railway 32 miles from their places of business, and I
cannot for the life of me see that they could with reason, for the
because it is only brought 31 miles nearer to them instead of
32 miles in hours. I would remind you that in the opinion of
many of us it is not desirable to foster the bazaar; we want rather
to gradually clear it away. As for the sportsmen, wherever the railway
may land them they will require food before they get broke, and
since tents of the men would make for the club, which would be
about the same distance from Caerlarnock as from the willow bund.
Failing the willow bund site you advocate Bishop's Drive. But this
would be almost as far from the brewery as the Caerlarnock
site; it would be much further from the club; it would be
inconvenient for scarcely anyone. St. Stephen's church may be

over the ground.

Your latest letter shall
be given full consideration.

Yours sincerely
F. J. Spring.

Office of Consulting Engineer for Railways,
MADRAS,

Copy. 4. 6.

1897

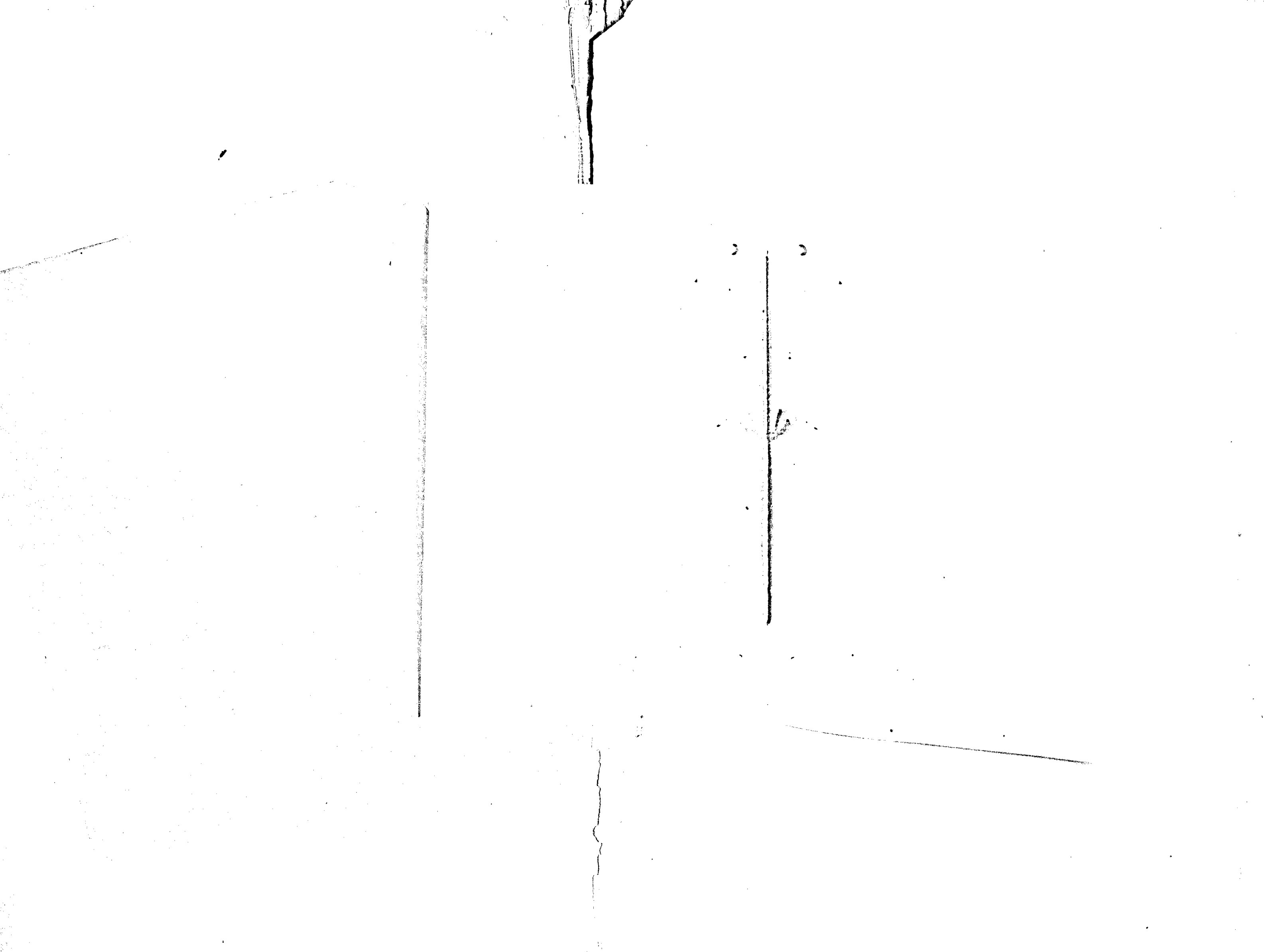
NO. 1

Dear General Telford

Your letter of
May 1st requires a reply from
me. I hope that after the
Wellington races are over
Wightman will be coming
up here, and I shall then be
very glad to avail myself
of your kind offer to show me
over the ground.

Your latest letter shall
be given full consideration.

Yours sincerely
F. J. D. Spring.



Eckford
12th June 1897

Lunden Spring.

There are rumours
that the Railway
Station site is to
be finally decided
very soon. Will
you, before it is so,
arrange that such
of our resident householders
as hold strong views
as to the advisability

of bringing the railway
into the Lake Valley,
may have an
opportunity of personally
advancing our
opinions before
the deciding authorities?
If you can see
your way to arranging
this for us, &
we shall feel much
obliged.

Yours sincerely
C. Stewarts

From April
I hope William & L. have not seen what the
situation is like & they are not sure the time is not
yet. I will then be in the day the next before H.S. the
spring. and having the way of the day under the sky
seen about the set of the other station. I shall tell H.S. when
the station is opening of their line. From William's
the other side of some in stone & H.S.

Y.M.



Madras
17 June 1917

My dear Spring, Sir

His Excellency
wishes you kindly to bring
the enclosed with you
tomorrow to Council.

Yours sincerely

L. A. M.

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Site of Railway Station, Dotacamund

1. Proposed site at Metuckeri. This is favoured by the Railway Company and certain commercial interests; but is objected to by many persons who love the Hills, on aesthetic & sanitary grounds, because it involves cutting across the Lake valley, ^{means} noise & dirt at two centres of our only drive, & so far from "improving away" Metuckeri will remove only one line of houses (see plan) & convert the rest of the Metuckeri valley into a bazaar, while increasing the pollution at that head of the Lake.
2. Proposed site at Kandal. This is objected to as too distant, by the Railway Company & the commercial interests.
3. Mr. Waightman however, representing the Railway Company & thus indis-



2

Those interests, has been understood to say that if the Mettucheri site could not be secured (partly in view of its expense) he would be satisfied with a site on the Saller slope of Bishopdown. It is believed the Consulting Engineer to Government is satisfied with the feasibility of the proposal, the suggested approach being either by tunnel or cutting.

4. This matter has been discussed between Mr. Spring & the Acting Collector, & it is gathered that Mr. Spring is in favour primarily of a site at the Willow Bund, secondarily of the site on the Bishopdown slope.
5. It is suggested that this location would meet the views of those who object to Mettucheri. Besides aesthetic & sanitary advantages gained by leaving Mettucheri, the

following may be mentioned;

- i. It would save half a mile of Railway line. i.e. Rs. 30,000, to the Company.
- ii. It would be less expensive to Government, both in taking up land for that half mile, & in the Bishopdowry land being much cheaper than that to be taken up at Metticheri.
- iii. In the improbable event of the line being taken on to Mysore, two routes still remain available; (a) to continue on through Metticheri (b) to back through the tunnel & run below the Lake across the valley.
- iv. Railway "Lines" for porters & coolies can be placed at the mouth of the tunnel in the west valley. There too is a large extent of waste jungle, where the growth of a native suburb can be encouraged while being regulated.
- v. First class passengers for the Sykkhana will be landed close to it.

4.
vi. The site is as convenient ^{as Meltham} for the Brewery. For other commercial interests it is little less convenient. Here it is ^{to be} remembered that business up here is flourishing, & the gift of a Railway is so much net gain. It is only a question therefore of making any particular business a present of say 50 Rs. instead of a hundred.

vii. The Bishopdown site will give excellent situations for officers' Quarters; & it is not unlikely the Railway Company may themselves acquire other parts of the property for a First Class Hotel.

6. For these reasons it is submitted that unless Mr. Spring shows good reasons to the contrary, it would be wise to select the Bishopdown site. In that case it would for obvious reasons be as well to take up the land promptly, before the news of the selection should get abroad.
I remember
to Mr. Cow. 16/6



5

7

7

0

GOVERNMENT OF MADRAS

Public Works Department,

RAILWAY BRANCH,

OOTACAMUND,

1891.

My dear ^{Mr.} Trevelyan

The question of the site
to be selected for the Ootacamund
terminus of the Nilgiri Railway
will be discussed ^{by} His Excellency
the Governor in Council on Friday
next the 25th June.

I have been advised by Mr.

Excellent and Honorable President
to tell you that they will be
very pleased to meet you on
the subject at 12 noon on
the 1st day, and also any two
or three representatives of the
Government Student Union, such
as General Pittman and the
others who may care to
accompany you to the Council Chamber
at Springfield.
I am addressing a similar

invitation to representative
members of the student community
community.

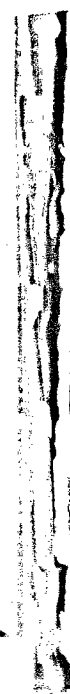
Yours truly

William F. Spring

Off. Sec. N.W.D. Co.



1. The first part of the document is a list of items, each with a number and a description. The items are listed in a column on the left side of the page.



Office of Consulting Engineer

FOR RAILWAYS.

GOTACAMUND, SER. 41

18 - 6 - 1907.

The Manager
Nilgiri Brewery
Ootacamund.

Dear Sir,

With reference to your letter to
the Collector of the Nilgiris, dated the
25th Nov. 96, on the subject of the
best site for the terminus in
Ootacamund of the Nilgiri Railway.

I am directed by His Excellency the

Members and of the Members of the
Executive Council to inform you that
the subject will come up for
consideration in Council on Friday
next the 25th June.

I am to inform you that the
Executive and the Members will be
pleased if you and any other two
or three representative members of
the Antislavery Commercial Community
can when it convenient to attend
at the Council Chamber at
Stonhouse at 12, noon, on

Friday the 25th June, to give them the
benefit of your views and of such
advice as you may have to offer on
a subject of, presumably, great
importance to your interest.

Yours truly

Herbert J. Spring

Off. St. Sec. A.W.D. B.

NILESITE RAILWAY

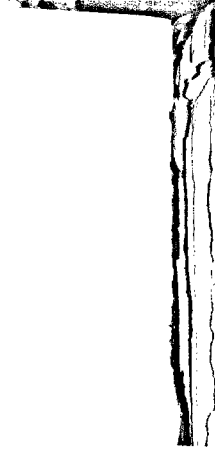
June 19th 1887.

THE AGENT AND CHIEF ENGINEER

My dear Spring,

The R.L. of
the Bishop down station
Site as selected by me
is 7310 : the R.L. of the
Lake road opposite the
Lamp post at the bend
in the road = 7227.57
Difference = 82.50 feet
∴ length of 1 in 20 =
1/3 mile —

Yours sincerely
W. F. Weightman



Handwritten text, possibly a signature or a set of notes, located in the center of the page. The text is faint and difficult to read, but appears to be written in a cursive or script style. There is a small mark resembling a checkmark or a stylized 'K' to the right of the text.



NILGIRI RAILWAY

COCHIN, June 21st 1887

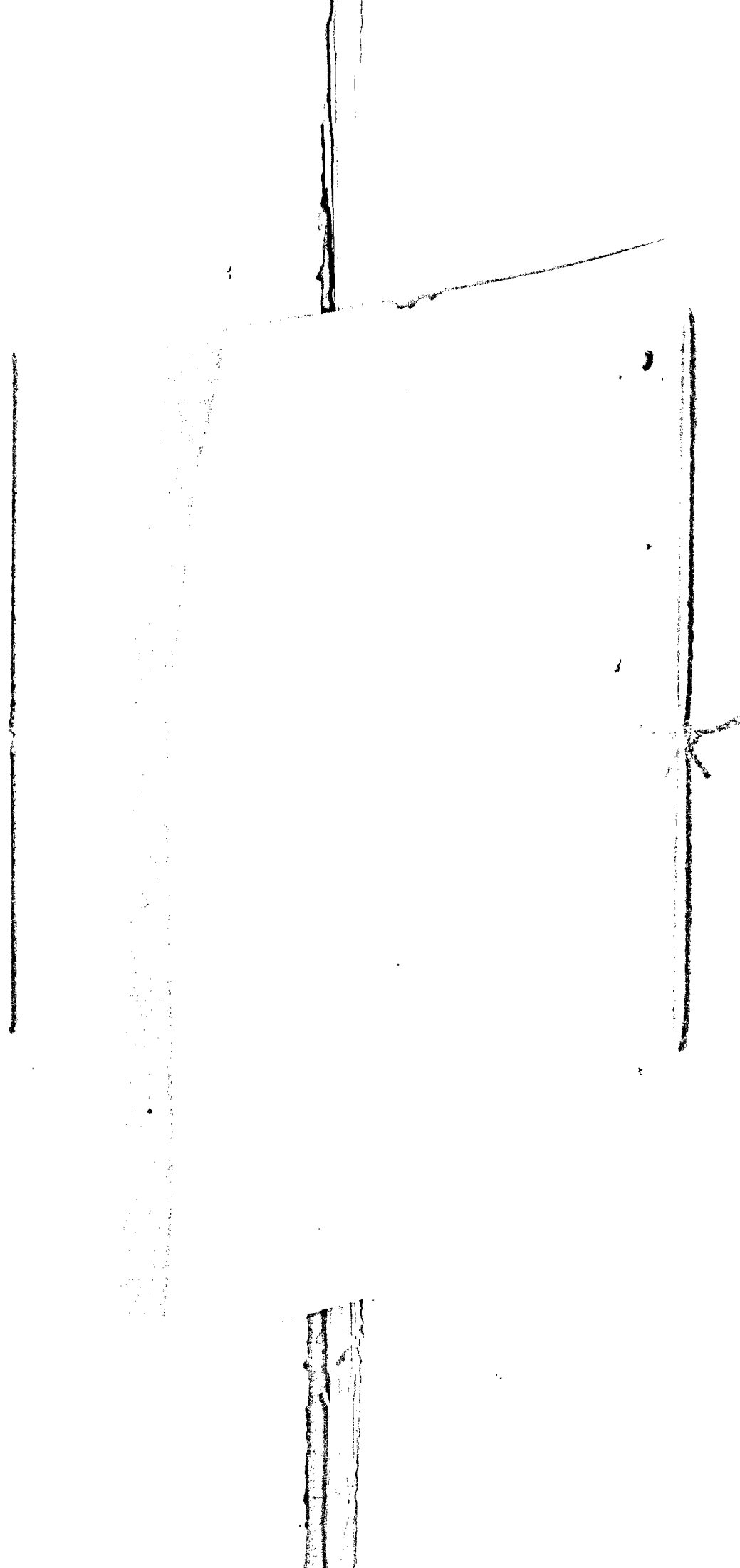
THE AGENT AND CHIEF OF OFFICE.

My dear Sir,

I am sending
you today my reply to
Tremere's proposals
re. Ooty Station Site.

Will you kindly try
to have it circulated
to Hon. Memrs H. & before
Friday's Council?

Yours sincerely
W. J. Weighman



Trays Hotel Coonoor.
Nilgiri Collector's Office.

Ootacamund, 21 June 1897

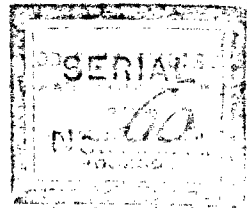
My dear Spring,

Thanks for your d.o. of 18th.

I think you may like
me to suggest for your con-
-sideration whether Mr Ham-
-mett, the Chairman of the
Municipal Council, should
not be addressed by you.

Yours sincerely by

H. Tremmerbach.



21st June 1914
J. J. L. Spence Esq.
Joint Secretary to Govt.
Railway Board
Cttee.

Dear Sir,
I beg to acknowledge
receipt of your letter of the
18th inst., and to thank you
for the favour of the
invitation contained therein
to attend with two or three
other members of the
Commercial Community
at a meeting of the Council
on Friday next the 25th at
noon, when the subject of the
site of the proposed station in

LEISHMAN & CO.,
BREWERS, OOTACAMUND

AND
"Castle Brewery,"
COONOR.

A. B. C. Code, 4th Edition.

Telegraphic Address—"LEISHMAN."

Nilgiri Brewery.

Ootacamund, 21st June 1897.
NILGIRIS, S. INDIA.

F. J. E. Spring Esq. C. J. E.

Joint Secretary to Govt.
Railway Branch
Ooty.

Dear Sir.

I beg to acknowledge
receipt of your letter of the
18th inst., and to thank you
for the honor of the
invitation contained therein
to attend with two or three
other members of the
Commercial community
at a meeting of the council
on Friday next the 25th at
noon, when the subject of the
site of the Railway station is

Ootacamund will come up
for discussion.

In reply I beg to inform you
that I and some others
interested in this very
important matter will attend
on the day and at the hour
mentioned.

I remain

Dear Sir

Yours truly,

W. Leishman

Botanarium will come up
for discussion.

People I beg to inform you
that I am aware of the
importance in this regard
important matter will attend
to the day and at the same
time.

John H. Johnson

No. 1280

Coonoor, 21st June 1897.

THE AGENT AND CHIEF ENGINEER,
NILGIRI RAILWAY,
COONOR.

To

The Consulting Engineer for Railways
Cotacamund

Sir I have the honor to submit herewith my remarks on the marginally noted letters regarding the Cotacamund station site: as the matter is being very fully discussed in Council, I propose to only briefly reply to the Collector's proposals.

2. - I would first of all point out, that from the statistics available, it is quite certain that the Railway between Coonoor & Cotacamund will only pay if it can succeed in securing the whole of the traffic, both passenger & goods now passing between the two places: the only way of ensuring this is to place the station in a central position, convenient & accessible alike to the merchants and to the residents, both European & Native: I consider this a *sine qua non*, if the Railway is to be made at all: if the station is to be relegated to some remote corner of the settlement, Cart & Carriage Competition will

1. Cons: Engrs. no. 102 of Oct. 14. 1896 forwarding Collector's memorandum to and sides of 0064
2. " " 225 " " 19. 1897 " memorials from Seetharam & Co and " sides of 0064
3. " " 280 " " June 22. 1897. " inhabitants of Metticherry -

most Certainly take away part of the traffic
 & the line will be financially a failure.

3. - As the Collector, rightly states the Choice of
 Site is one of ^{but in his comparison} Comparison, he has omitted to look
 at it from this point of view: the interests of the
 Railway itself ~~are~~ are I think entitled to some
 Consideration: nor should it be forgotten that it
 is quite as much to the interest of Govt. as of the
 Co. that the line should pay; for if, as is now
 probable, the Concession takes the form of a 3 per
 Cent guarantee, any deficit would have to be
 made good by Government.

4. - The above Considerations, I think, place the
 Kandal site entirely out of the question: its chief
 recommendation was its cheapness, but even this is
 a fallacy: the line between Fernhill & Kandal -
 would be a very heavy one & would pass entirely
 through the private properties Fernhill, Mowbray
 House, Kundah Cottage, & Woodstock: the Compensation
 to be paid to the owners of these properties would,
 I anticipate, be far in excess of the Estimate for the
 acquisition of Metoocherry.

5. - The Choice therefore appears now to be
 limited to (i) Metoocherry (ii) Bishopdown
 (iii) a fresh site proposed by the Consulting Engineer
 on & adjoining the Willow Bund.

6. It is proposed to Consider briefly
 (i) The Collectors objections to Metoocherry.
 (ii) The Railway objections to Bishopdown.
 (iii) The advantages which the Willow Bund
 site appears to possess over both the others.

7. The Collectors objections to the Metoocherry
 site are

(a) its excessive Cost.

- (b) that a Railway in the vicinity of the Lake will spoil the valley
- (c) that the Existing nuisance of Mretoooherry will be increased by the vicinity of the Railway.
- (a) is a question for Government to decide and
- (b) is a matter of opinion: as regards (c) however I cannot agree with the Collector; my own experience of Railway Stations & Railway Quarters is that they are patterns of neatness tidiness & cleanliness and although the undoubtedly the business & mercantile portion of a Community gravitates towards a Railway Station it does not follow that the Coaly & Sweeper class do so also; on the contrary, property in the vicinity of the station will increase in value to such an extent that I have little doubt it will pay owners to pull down the miserable hovels now existing & to either build a better style of house or to sell to the wealthier class of native merchants who would naturally prefer to have their business premises near the Station.

The present inhabitants of Mretoooherry are almost entirely persons connected with the adjoining Market and as long as the Market remains where it is Mretoooherry will exist, whether the Railway comes there or not; the object therefore to be aimed at should be to improve Mretoooherry, to ensure that all new houses built be of an improved type.

and as far as possible to secure the demolition^{AL} of existing hovels, in fact to endeavor to replace the Cooly population now living there with the more respectable class of native merchant: the vicinity of a Railway station, in my opinion, will tend to assist in furthering improvements such as these, rather than the reverse; and there is every reason to believe that with the Railway station in the neighbourhood Metoocherry would improve & not deteriorate.

8. The Bishopdown site is situated below the Bishopdown house at a height of $82\frac{1}{2}$ feet above the Lake Road; it would be reached by a new road about $\frac{1}{3}$ mile long, taking off near St. Thomas Church: the Collector proposes that Government should purchase the whole Estate for $1\frac{1}{2}$ or $1\frac{1}{4}$ lakhs & block out in building lots the land not required for the Railway: it is presumed the Local Govt. is meant for it is quite certain the Imperial Govt. would not consent to a speculation of this sort & would only pay the actual value of the portion utilized by the Railway, Say 10 Acres @ 750/. = Rs 7500. 0. 0.

The objections to the Bishopdown site are (i) its excessive Cost.
(ii) that it would involve a tunnel 600 feet long.
(iii) its inconvenient situation both for passengers & goods.

9. The Willow Bund. Site shown on the accompanying plan has several very marked advantages.

(i) It is the cheapest of all the schemes proposed; as it involves taking up only about $\frac{1}{2}$ acre of private property.

(ii) It is the most Centrally situated & convenient site that could possibly be found both for passengers & goods.

10. With reference to the memorials received with your above quoted letters those of the merchants and of the Brewery Managers are strongly in favor of a site near the Lake; that of inhabitants of Metoocherry is only opposed to the Metoocherry site on the ground that they would be ousted from their present quarters, it is presumed therefore that they would not object to the Willow Bund site: the Collector's memorandum, I would point out, is not a memorial, it is, I believe, only a personal expression of opinion.

The memorials referred to are herewith returned.

I have the honor to be
Sir

Your most Obedt. Servant

L. J. Westman M. I. C. E.

Agent & Chief Engineer
Nilgiri Ry. Co

SERIAL
No. 12

Duty Station Let.

I am anxious that for the
discussion of this subject in Gen
Hon. Graham should have an
opportunity of looking through the
argument advanced by the supporters
of rival schemes for the site of
the terminus.

General Villard's view will be
found at Flag E. Mr. Venable
at Flag H. The Brewery Company's
Flag I. and the Company's agent
at Flag G. The site proposed by
me and supported by the Company's
agent, and in my opinion the all
round best site from all points of
view, will be found on the map
flagged R.

The advantages of the Wilby
Barrad site, which I recommend,
1st it is by far the most central

The Hon. Lieut. H. Blair
" " Mr. Jones

June
24/6/97
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24/6/97

23/4
24/6/97

Government both for passengers and
tenders.

It will be for the cheapest for
Government who have to buy the
land.

As objection to it are sentiments are
the most just. The railway station
will not be ^{a blot} ~~an eyesore~~ on the landscape
for anything like so serious an extent
as the railway station at the back
of it now is. It can be built

so as to be as ornamental as is thought
desirable. It will be a perfectly clean
place, and need not foul the lake.
None of the employees need be housed
there, or only one or two. The cost
of the small amount of reclamation
that is necessary will be borne by the
Railway, who will singly put in to
it the clay of their cuttings. There
will be no crowding of space
because of the time it is built
the eastern part of the lake can
be filled in, and the road now
a narrow one on the bank can be

The roof should be manganese
tiles - not corrugated iron - At
least, if iron is used, it should be
under the tiles or shingles.

Yes. The Committee have given to reject an approved
design. J.W.S.

widened to any desired extent
without appreciably encroaching on
the "play ground".

Everything that we do to
reduce the risk of successful cart
competition will reduce the risk
of Government being called upon
to make good any part of their
guarantee.

I think that Mr. Weightman's
arguments, about increased value of
land near the terminus being the
best safeguard against the
overcrowding of insanitary huts, are
good arguments.

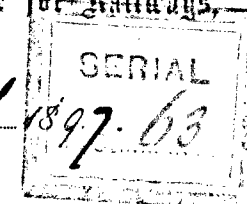
I have arranged, on behalf of H.B.
that representation of all the classes
of the community to whom the location
of the station is of interest, shall
be present at noon on Friday
at the Council Chamber.

Will Hon. Members kindly let
me have their papers back if possible by
tomorrow Thursday evening?

J.B.S. 23/6/77

Office of Consulting Engineer for Railways,
MADRAS.

Cotacamund. 23/6/



Dear Mr. Hammett

I have been decided by
H.E. the Governor to tell you
that in next Friday's Council
June 25th, the question of the
best site for the projected
Cotacamund Ry. station
will be discussed. His
Excellency will be glad
to see you at the Council
Chamber at Stonehouse
at 12 noon on that occasion

as

I have been thinking of you
and of the work you are doing
and of the interest you are taking
in the selection of the
station site is doubtless
one in which you are
interested

as the selection of the
station site is doubtless
one in which you are
interested

Yours very truly

(Signed) Francis J. E. Spring



The Willow Bend Site.

ORIGINAL

64

It appears to me that all the arguments which have been urged against the Mottucherry site apply equally to the Willow Bend site, and indeed are rather intensified than otherwise. For should the railway be taken into the Mottucherry Valley, a certain number of the offensive buildings along the line would necessarily be removed; whereas by locating the station as now proposed, all the existing horrors would remain, and the Mottucherry Valley would undoubtedly be soon covered with dwelling places for the railway employees, and so the great evil of a large addition to the native community in the centre of the settlement would be forced upon us. Moreover the advantages which might fairly be claimed for the Mottucherry site, viz. its proximity to the club and to the principal hotels, would be abandoned. Taking the church as a centre, the distance from it by road to the Willow Bend site is only about 200 yards shorter than the distance from it to the Parlarock site. The latter site would therefore be practically as convenient as the other for the houses off the Snowden Road, and for all those to the north and west of the church; it would be somewhat nearer to the club, and a good deal nearer to the Rosemont and Longwood hotels; it would practically be as convenient for Messrs. Spencer & Co. and for the tradespeople whose establishments are in the vicinity of the church.

It is, I think, worthy of remark that to get

to the Willow Bend station, the great majority
of residents and visitors would have to approach
it either by the Mettucherry Valley and by the
greatly foul and insalubrious lower
portion of Peyton's Hill road, or by the road
bordering the bazaar, which is not altogether
a pleasant one to travel along.

A point is made that the Willow Bend site
would be convenient for the brewery. But many
of us think the brewery is ~~in~~ ⁱⁿ ~~place~~ ^{place} ~~of~~ ^{of} misplaced,
and the mistake of having allowed it to be built
there should not be made a reason for perpetrating
another great mistake. The propinstors will have
to cart their beer from the brewery wherever the station
may be situated; and it cannot be a matter
of any great moment whether the distance those
carts have to travel is half a mile or a mile and
a half after the railway is constructed, since
they have to travel 32 miles now.

If the station is located at the Willow Bend, and
hereafter it is decided to extend the railway to
Gudalur, it is inevitable that the line will be
taken along the border of the lake from one bend
to the other, and the place will be utterly spoiled.

The railway Executive cares for none of these things,
but at any rate one member of the board of directors
fully recognizes the force of our arguments, and
prefers the ~~parlance~~ ^{parlance} site to any other, and I
do very earnestly hope that, after they have been
considered by Government, the introduction of the
railway into the lake valley will not be sanctioned.

24th June 1897.

J. H. Ward

To

HIS EXCELLENCY SIR ARTHUR HAVELOCK,
G.C.I.E., G.C.M.G.,
Governor of Fort St. George, in Council.

THE MEMORIAL OF THE MERCHANTS,
TRADESMEN, PROFESSIONAL MEN, AND
HOUSE OWNERS OF OOTACAMUND.

MAY IT PLEASE YOUR EXCELLENCY.

Your Memorialists understand that the extension of the Nilgiri Railway to Ootacamund will shortly be sanctioned and work commenced, and that an early decision upon the site of the Station is contemplated.

2. Your Memorialists are aware that two sites, by Kandal and Bishopsdown, are strongly advocated by some officials as the best available for the purpose, but Your Memorialists beg most respectfully to protest against the selection of either of these sites, on the following grounds, among others :—

- (a) They are situated in the one case 2 miles and in the other 1 mile from the centre of the business and residential portion of Ootacamund. If, therefore, goods are to be delivered by the Railway at such a distance from their destination, it would probably pay merchants and traders to cart the whole way from or to Coonoor, a distance of only 11 miles, and not use the Railway at all.
- (b) The approaches to both sites are inconvenient, while some pass through an unsightly and squalid village; and, as regards the Bishopsdown site, the frequent passage of carts would tend greatly to spoil one of the finest and most frequented drives in Ootacamund.
- (c) One of the positions at least would be very exposed to the S. W. Monsoon, during which numbers of visitors, and many others having business arrive at or leave Ootacamund. Large consignments of goods and baggage are received or despatched, and much grain and supplies are brought in to meet the special needs of the season's visitors, their servants and horses, and the many followers who are then attracted to the Hills.
- (d) It would be prejudicial to the general welfare and reputation of Ootacamund for its visitors to arrive in a very exposed or unsightly locality, from which they could only reach the principal residences and hotels with inconvenience and discomfort and by hired conveyances.
- (e) It will entail considerable loss on all concerned, whether in respect of the baggage of the travelling public and of those connected with the Government, the mails, specie, and the goods of merchants and traders generally, which together would form the principal traffic, to be compelled to pay the cost of transport to or from a needlessly distant Railway Station.

Dec. 1
6803/57

(f) Your Memorialists fear the line may not be built at all if obstacles are interposed to interfere in any manner with the facilities of the company for securing traffic, which would result from the avoidable addition of heavy cart hire to the Railway freight, thereby making the cost of transport prohibitive, and interposing serious disabilities upon those desirous of using the Railway.

3. Your Memorialists therefore humbly pray that both these sites, or any equally distant and inconvenient site, may be rejected in favour of some central site, to which access from all parts would be easy and convenient.

4. Your Memorialists have been informed that the Consulting Engineer for Railways has suggested a site adjoining the Willow Bund on its North Western extremity, which, your Memorialists admit, would, to a great extent, fulfil their requirements.

5. They, however, humbly suggest a more desirable site can be found in the open space at the foot and to the west of Jail Hill. Though Your Memorialists are aware that it has been reported to Government that the compensation payable to acquire this site and its approach would be somewhat heavy, yet, they venture respectfully to submit, that, even if this be so, the outlay is insignificant in comparison with the great permanent benefit which would be conferred on Ootacamund, and that the opportunity should not be lost, to acquire a piece of void land together with a highly unattractive portion of the Meetoochery Bazaar, and to develop and improve the same for the benefit of the settlement generally.

And Your Memorialists will ever pray.

White & Klein

Leishman & Co
Cass & Co Limited

P. Thompson & Co. pp. 187.
Spencer & Co. 187.

Spencer & Co. 187.
Wren & Co. 187.

Relig. Pharmaceutical
Co.

St. Thyme
Shree deface
Thigrit & Co.

W. H. 187.
not Sept.
New. 187. Price 187.

E. L. 187.
Shree 187.
E. D. 187.

W. J. James, Manager
Brown & Sons
Van Hook & Van Hook

Signatures

W. J. James
Edw. H. B. B. B.

W. J. James

W. J. James
W. J. James

Robert J. Baldwin

W. J. James

6.

1000

Handwritten signature: *W. B. E. Smith*

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Moothenra Pillang & Sons

J. W. B. & Co. 1860

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Hardware Merchant

Shop-keeper
Shop-keepers
Droghda
general Merchants

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Scaph. p. 101

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Abdullah Fakir Mahomed Saib Son

House owners.



No. 416. R. dated 25.6.97

A.

P.W. DEPARTMENT.

Ry Branch

A/- Show back 17/8/97

PROCEEDINGS OF THE MADRAS GOVERNMENT

SERIAL No. 65

READ the following

Note by the Collector of Nilgiris N.E. No.

of 22nd Sept 1897

Letter to Agent & Chief Engineer, Nilgiri Ry

182 of 14th Oct 1897

Endorsement from the Local & Trunk. Receipt.

1373 of 26th Nov 1897

Do Do 1444 of 2nd Dec 1897

Letter to Agent & Chief Engineer Nilgiri Ry

3956 of 10th Dec 1897

Endorsement from Collector of Nilgiris

of 23rd Dec 1897

Letter to Agent & Chief Engineer Nilgiri Ry

908 of 14th Jan 1898

Endorsement do N.D. of 16th Jan 1898

Letter to Agent & Chief Engineer Nilgiri Ry

225 of 19th Jan 1898

Do Do 280 of 22nd Jan 1898

Letter from Major General Tait - 148 h. - 30 April 1897

Letter to - do - do - 83 D 71st May 1897

to be by the Collector of
Nilgiris } - " - 7 16 June 1897

Letter from the Agent &
Ch. Engr. Nilgiri Ry } - " - 1280 7 21st June 1897
Memorial from the Merchants, Traders, Professional men & House Owners of Ootacamund
with a number of date.

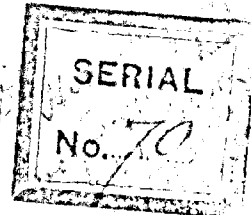
His Excellency the
Governor in Council after
an interview with certain representa-
tives of the residential and
trading community of Ootaca-
mund, resolved to fix the site
for the Ootacamund terminal
station at Dhatucherry. The
Consulting Engineer for Railways
in the Nilgiris, the Agent & Chief
Engineer, Nilgiri Railway, accordingly
are called upon him to furnish
plans of the station site.
The final approval of Government.

The Cons. Engr. for Ry
Resident Deputy
Collector of Nilgiris
Local & General Deputy
Major General Tait
Messrs. Lister & Co
17/7/97

To
The Consulting Engineer

FMS
23/6/97

GOVERNMENT HOUSE
OOTACAMUND.
2nd July 1897.



Self air copy & return

My dear Mr. Fowler,

The enclosed was handed
to His Excellency by Mr. Lushman at the
last meeting of Council and His Excellency
now wishes me to send it to you for dispo-
sal in the ordinary way. His Excellency
says that perhaps the decision of Govern-
ment might be communicated to memorialists.

AM

Yours sincerely,

I will supply to the memorialist a copy of

1850. A copy must also go with

the accompanying letter. I think it memorial
should be sent in
the 1850. See pencil
I have included this me-
morial in the 1850.

Letter from Major General Tinn - 1884 - 27 30 April 1897

Letter to - do - do - 83 D 27 1st May 1897

to be by the Collector of
Nilgiris } - - - 27 16 June 1897

Letter from the Agent &
Ch. Engr. Nilgiri Ry } - -

Memorial from the Merchants, Traders, &c.

His Excellency the
Governor in Council has, after
an interview with certain representa-
tives of the residential and
trading community of Ootaca-
und, resolved to fix the site
of the Ootacamund terminal
station at Matthebury. The
Consulting Engineer for Railways
in the Nilgiris, the Agent & Chief
Engineer, Nilgiri Railway, are
called upon him to furnish
plans of the station & the
the final approval of Government.

No. 416.

The Cons. Engr. for Ry
Resident Deputy
Collector of Nilgiris
Local & Municipal Deputy
Major General Tinn
Hessars Secretary to Govt

17/7/97

To the Commr.

FWS

27/6/97

Letter from Major General Tait - 148 h. - 27 30 April 1897

Letter to - do - do - 83 D 27 1st May 1897

to be by the Collector of
Nilgiris

27 16 June 1897

Letter from the Agent &
Ch. Engr. Nilgiri Ry

Memorial from the Merchants, Tradesmen, & others

His Excellency the Governor in Council after an interview with certain representatives of the residential and trading community of Coimbatore, resolved to fix the site of the Coimbatore terminal station at Matineherry. The Consulting Engineer for Railways, in the name of the Agent & Chief Engineer, Nilgiri Railway Co., has called upon him to furnish plans of the proposed station site. The final approval of Government.

The Comr. Engr. for Ry
Revenue Dept.
Collector of Nilgiris
Local & General Dept.
Major General Tait
Messrs Leitchman & Co

17/7/97

To
The Comr. Engr. for Ry

YWS
29/6/97

(1897) department

Current No: 6803

Encls 1

Recd. 13.7.97