Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1514 Ry

DATED 12th Decr. 1899.

[Despatch Abstract.]

Short or long leave.

Directing that the Govt of India be informed that none of the officers of the Cons: Engrs' Dept, Madras, intend to apply for — during the year 1900.

The Govt of India addressed

[P. W. By. 200—30-3-99.]

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Da

FURTHER PAPERS.

G.O.	No.	Department.	Date.

T. Michell: Esq,

Engineer-in-Chief,

Madura Pamban, Tinnevelly

Quilon Railway

Trichinopoly,

Copy

The humble petition of the undersigned ryots of Ambasamudram village.

Most Respectfully Showeth:-

That the Tinnevelly Quilon Railway line has been sur-veyed takes the course from the southern side of the Tambaraparani river to the west of Ambasamudram town (where the Station House is proposed to be constructed). The line crosses the river 3 furlongs west of the Kalladakuruchi Bridge where the river is not very br where the current of the river is very calm and where the river deep enough to soften the current of very high floods. This is best place for the construction of a bridge on the river and the opinion of all the Engineers who were sent to find out t ne.

2. That on the motion of one Ramasubbier of this llage who owns land about 2 miles west of the town, the petitione under- -stand that a new line is to be opened on his lands apart from the one referred to in para 1 supra. The river at this place is not fit for the construction of a bridge without immense danger. The Manimutha river and the Tambaraparani river junction and the Kunnadian Anicut are at a distance of a furlong to the west of the place;the Kunnadian Anicut is about 100 feet above the level of the ground where the pre- -sent bridge is to be constructed and there are two other Anicuts above the river within half a mile distance from Kunnadian Anicut one above the level of another. Here the current of the combined rivers owing to the steepness of the place, is very boisterous, and during times of heavy floods the current goes down in the form of high waves and the water is flying about 20 feet above its level. Moreover to this the current of the river is not straight owing to the curvature of the river and the current goes on in numerous ways. The Bridge will have to withstand these terrific Cuttents and it will be very dange- -rous to constructed a bridge at this place. Again in this place there are no banks near the sides of the river constructed by the Public Wor Department but they have constructed flood banks half a mile away from both sides of the river, which will clearly show that banks if put at

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this place near the side of the river will not for a moment stand. Again in the time of heavy floods the water spreads as far as both flood banks as the river is not deep enough(only 12 feet in depth) and thus the water spreads more than a mile , this can be easily as--certained by the flood marks of the year 1877 and 1898. Under these circumstances the place is not at all suitable to construct a bridge and all the Engineers who were sent to find out this line have formed a strong opinion that the bridge will not stand at this place. The same suggestion was made by the said Ramasubbier at that time but by the above reasons his suggestion was quashed by the then Engineers. In the line already surveyed the current being very calm there will no danger of any kind.

3. Moreover the earth near the place proposed by Ramasub--bier is of a loose character which will not be fit for construction work. On the other hand the ground mounds (belonging to Government) to the west of the town where the present surveyed line goes,can sup--ply earth of excellent kind at a less cost. The fact said by Rama--subbier that the Government will have a saving of Rs.10000, by the line suggested by him is utterly falsehood; the cost will be much more than the line already surveyed taking into consideration the vast expenses in the construction of the bridge at a dangerous place and in crossing a hill near the Mill Office Bungalow. The said Ramasubbier has put in the petition simply with a self interest. He wants to bring to wet cutivation certain lands there. To meet this object it will cost more than Rs.50000. To realise his idea he wants the line to be taken through his lands with the mere object of reclaiming his lands by earth dug from the spot for the construction of the line.

4. In these circumstances the petitioners most humbly pray that the present surveyed line may stand and that the line may not be taken through the course suggested by Ramasubbier which is selfish and which is dangerous both to Public and Company's interest.

Ambasamudram 22nd July 1899. (Sd) ABDUL NABEE SAHIB.

Late Minor Irrigation Overseer

&c &c &c &c &c &c &c

W H Spalding
ag agent
8 IR 4 1899

(True Copy)

Engineer-in-Chief's Office,
Trichinopoly, 22nd November, 1899.

for E. S. Alexander
Engineer-in-Chief.
JA.

Enc. 1 — TO E. R's. C. No. 6355 OF 1899
No. 1197 D 5-12-99
Form A

CHIEF SECRETARY
-8 NOV. 1899
GOVERNMENT OF MADRAS

TO,

HIS EXCELLENCY,

THE GOVERNOR IN COUNCIL,

FORT St. GEORGE,

MADRAS.

The humble petition of the inhabitants of Kallidaikurichi, Ambasamudram Taluk, Tinnevelly District,

Most respectfully showeth,

That the line of Railway from Tinnevelly to Quilon as originally proposed by the S. I. R. Company passes by the western side of the village and is marked A in the enclosed plan; and as this would cause great loss and extreme inconvenience to the petitioners, as would appear from what follows, petitioners represented their grievances to the Chief Engineer in charge of the line and, at the same time, submitted for his consideration a deviation of the line from near their village in the direction of B-C in the plan;

2. That the Railway authorities had this proposed deviation surveyed and when the petitioners waited on the Chief Engineer and other officers in this connection, they were given to understand that the petitioner's proposal was in every respect advantageous both as regards suitability and cost, that the matter would receive their serious consideration and that the result would be made known to them at an early date; bnt after that, your humble petitioners have not received the final decision of the Chief Engineer, though, in the meantime, preliminary operations are being pushed on, and the petitioners apprehend that work in the village may soon be taken on hand;

3. The grounds on which exception was taken to the line A by the petitioners are:—

(a) That the available wet lands here are very limited, the lands affected are the best, being situated foremost under the irrigation of the Tambirapurni river and are worth about Rs 2500 per acre, the petitioners are small holders of land, entirely dependant on them for their subsistence, and the proposed line A takes in a large portion of these lands on both sides of the river; further, these lands are low-lying and are subject to inundations during heavy floods, so that, the proposal involves enormous expenditure both in the acquisition of land and in raising the line on the low ground and accepts the danger of the line being washed away during heavy floods; and further, it means to the petitioners the loss of their only means of subsistence and to the Government much loss of revenue.

(b) Secondly, that the line A passes too close to not less than 3 tem-

ples, besides a sacred bathing ghaut, in the village where people worship,-the first, the Uchimakali Ammancoil where thousands of people collect for worship at times and in the two others, Krishnan coil, and Mannarcoil, daily worship is offered. The proposed line passes through their precints and must surely spoil their sanctity and interfere with the worship therein. The proposal has given offence to the religious sentiments of the people who feel bound to resist, by all lawful means, the proposed spoliation of the sacred places of worship. It is earnestly hoped that the Government by timely interference will avert the evil and save themselves from the general impression of their acquiescence in this unholy proceedure and free the petitioners from annoyance.

(c) That the A line also passes too close to the Sudra quarters and, if it should be adopted, it will result in their removal to the great loss and inconvenience of the inhabitants.

(d) Further according to the A line, the bridge across the river has to be constructed at a spot where the river is both broad and deep; so, the cost of constructing the bridge there must be comparatively heavy.

4. That, on the contrary, the deviation B-C proposed by the petitioners is not open to any of the objections mentioned in the foregoing para—and has the following advantages:

(a)—it takes in only an unavoidable minimum extent of wet lands and affects the petitioners the least.

(b)—it passes mostly over elevated dry lands which cost not more than Rs 10 per acre.

(c)—by avoiding low-lying wet lands and taking to elevated nominally-priced dry lands, both the cost of acquisition and construction is reduced to a minimum.

(d)—Further, according to the line B-C the river is crossed at a spot where it runs between two elevated grounds and the level of the stream even during heavy floods, is far below the surrounding ground-level, so that, both the bridge and the line on both sides are absolutely secure from all dangers of floods.

That, under these circumstances, they pray that the facts set forth in the foregoing paragraphs may be taken into kind and just consideration and orders issued at an early date for the adoption of the line B-C, and thus to protect the interests and religious feelings of the petitioners and also to prevent the waste of public funds and unnecessary loss of revenue.

For which act of justice and kindness, the petitioners shall, in duty bound, ever pray.

6—11—99

ENC. No. 4 TO E. R's. C. No. 6355 OF 1899
LETTER No. 1197 D 5-12-99
FROM A

Public Works (1899) Department.

RAILWAY BRANCH.

CURRENT No. 1512

From "Govt of India"

SOUTH INDIAN RAILWAY 6.12.99 AGENT 18605

~~Order~~ 3700 4-12-99.

Referred to the Agent South Indian Railway for report.

Francis J. E. Spring
Consulting Engineer
4/12/99

No. 2216-R-6

Dated 25-11-99.
Received
Registered 4-12-99
Enclosures
Spare copies.

SUBJECT.

Tinnevelly Quilon Railway

Forwarding for Disposal Petition from the inhabitants of Kallidaikurichi, Tinnevelly District re: the —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

RECEIVED 14 NOV 1899 15447 Rb

PLAN
G. of I. D. B. No. 5904
(1 tracing)

TO,

THE GOVERNMENT OF INDIA,

The humble petition of the inhabitants of Kallidaikurichi, Ambasamudram Taluk, Tinnevelly District,

Most respectfully showeth,

That the line of Railway from Tinnevelly to Quilon as originally proposed by the S. I. R. Company passes by the western side of the village and is marked A in the enclosed plan; and as this would cause great loss and extreme inconvenience to the petitioners, as would appear from what follows, petitioners represented their grievances to the Chief Engineer in charge of the line and, at the same time, submitted for his consideration a deviation of the line from near their village in the direction of B-C in the plan;

2. That the Railway authorities had this proposed deviation surveyed and, when the petitioners waited on the Chief Engineer and other officers in this conection, they were given to understand that the petitioner's proposal was in every respect advantageous both as regards suitability and cost. that the matter would receive their serious consideration and that the result would be made known to them at an early date; bnt after that, your humble petitioners have not received the final decision of the Chief Engineer, though, in the meantime, preliminary operations are being pushed on, and the petitioners apprehend that work in the village may soon be taken on hand;

3. The grounds on which exception was taken to the line A by the petitioners are:—

(a) That the available wet lands here are very limited, the lands affected are the best, being situated foremost under the irrigation of the Tambirapurni river and are worth about Rs 2500 per acre, the petitioners are small holders of land, entirely dependant on them for their subsistence, and the proposed line A takes in a large portion of these lands on both sides of the river; further, these lands are low-lying and are subject to inundations during heavy floods, so that, the proposal involves enormous expenditure both in the acquisition of land and in raising the line on the low ground and accepts the danger of the line being washed away during heavy floods; and further, it means to the petitioners the loss of their only means of subsistence and to the Government much loss of revenue.

(b) Secondly, that the line A passes too close to not less than 3 tem-

ples, besides a sacred bathing ghaut, in the village where people worship,–the first, the Uchimakali Ammancoil where thousands of people collect for worship at times and in the two others, Krishnan coil, and Mannarcoil, daily worship is offered. The proposed line passes through their precints and must surely spoil their sanctity and interfere with the worship therein. The proposal has given offence to the religious sentiments of the people who feel bound to resist, by all lawful means, the proposed spoliation of the sacred places of worship. It is earnestly hoped that the Government by timely interference will avert the evil and save themselves from the general impression of their acquiescence in this unholy proceedure and free the petitioners from annoyance.

(c) That the A line also passes too close to the Sudra quarters and, if it should be adopted, it will result in their removal to the great loss and inconvenience of the inhabitants.

(d) Further according to the A line, the bridge across the river has to be constructed at a spot where the river is both broad and deep; so, the cost of constructing the bridge there must be comparatively heavy.

4. That, on the contrary, the deviation B-C proposed by the petitioners is not open to any of the objections mentioned in the foregoing para—and has the following advantages:

(a)—it takes in only an unavoidable minimum extent of wet lands and affects the petitioners the least.

(b)—it passes mostly over elevated dry lands which cost not more than Rs 10 per acre.

(c)—by avoiding low-lying wet lands and taking to elevated nominally-priced dry lands, both the cost of acquisition and construction is reduced to a minimum.

(d)—Further, according to the line B-C the river is crossed at a spot where it runs between two elevated grounds and the level of the stream even during heavy floods, is far below the surrounding ground-level, so that, both the bridge and the line on both sides are absolutely secure from all dangers of floods.

That, under these circumstances, they pray that the facts set forth in the foregoing paragraphs may be taken into kind and just consideration and orders issued at an early date for the adoption of the line B-C, and thus to protect the interests and religious feelings of the petitioners and also to prevent the waste of public funds and unnecessary loss of revenue.

For which act of justice and kindness, the petitioners shall, in duty bound, ever pray.

ENG. No. 1 6387 1899
LETTER No. 1207 6-12-99
FROM R

All communications should be addressed to the Secretary.

No. 2216 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

SECRETARY TO GOVT. OF MADRAS RYS. RECEIVED DEC. 1899 C. No. 1512

Calcutta, the 25th November 1899.

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

By order,

C. J. Cole.
Under Secretary.

Document referred to :-

Petition dated 6th November 1899 from the inhabitants of Kallidaikurichi, Ambasamudram Taluk, Tinnevelly District (in original with plan).

Tinnevelly-Quilon Railway.

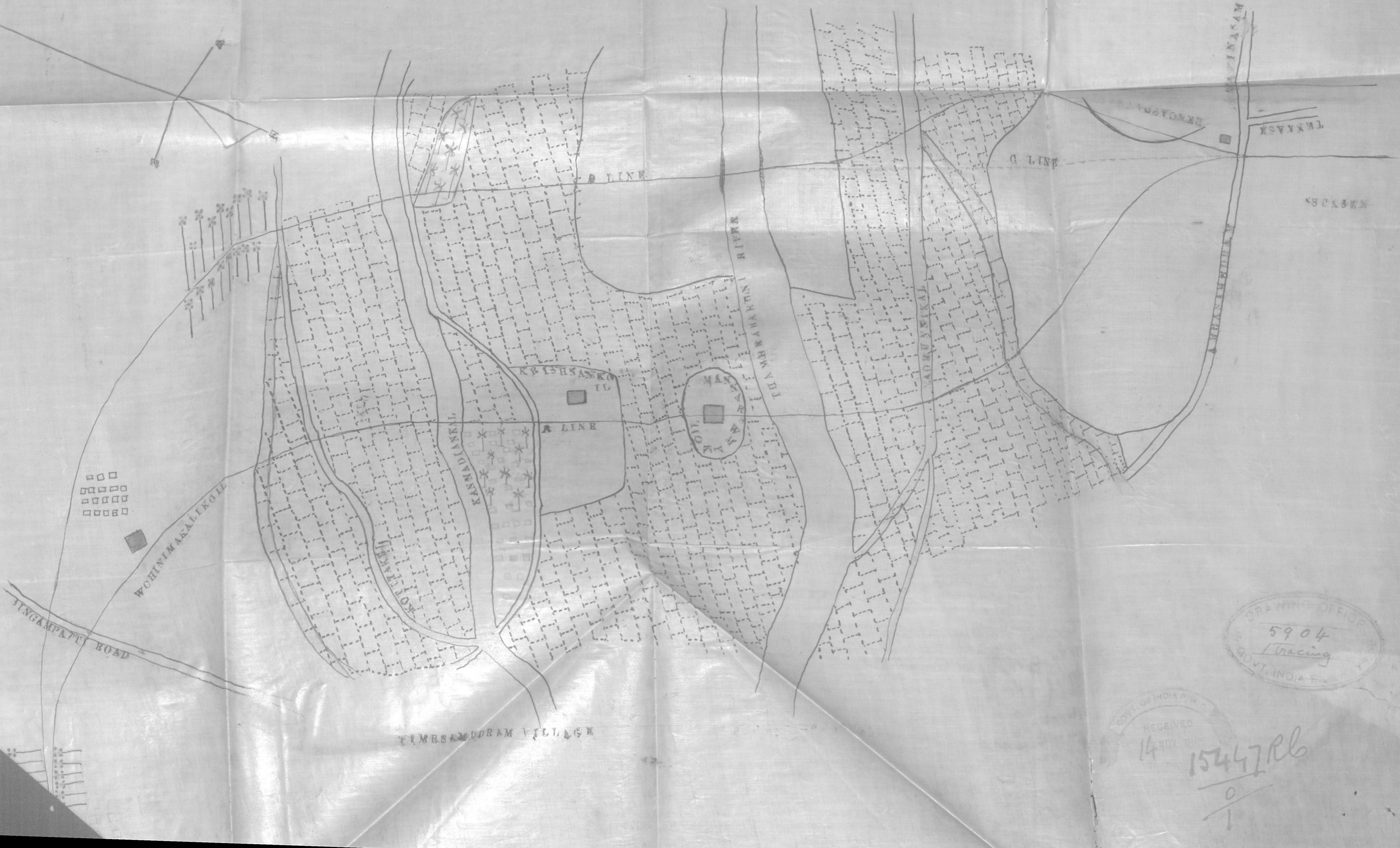
Alignment of above.

S.s.S.

SURVEY SKETCH

THE THAMBRAHARUNI RIVER CROSSING

NEAR ANNAMUDRAM



DRAWING OFFICE
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Tracing
GOVT. INDIA P.W.D.

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