C.F. 73.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

Public Works (1899) Department.

CONCERNS BOTH BRITISH INDIA AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 1515 Ry.

DATED 12th December

[Despatch Abstract.]

Delay on the acquisition of land for the Cochin Branch. — Communicating to the Resident in Travancore & Cochin, a letter from the agent, Madras Railway, regarding the — within the Travancore territory, and requesting him to move the Darbar to direct the application of the Urgency Clause of the Land acquisition regulation.

Indexed.

[P. W. Ry. 760—25-9-99.]

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

RECEIVED
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

Public Works (1899) Department.

RAILWAY BRANCH.

CURRENT No. 1512

From Govt of India

Order 3700

4-12-99.

No. 2216. R. 6

Referred to the Agent South Indian Railway for report.

Wm. K. Spring
Consulting Engineer
4/12/99

SOUTH INDIAN RAILWAY AGENT 6-12-99 2605

Dated 25-11-99.

Received

Registered 4-12-99

Enclosures

Spare copies.

SUBJECT.

Tinnevelly Quilon Railway

Forwarding for Disposa
petition from the inhabitan
of Kallidaikurichi, Tinne
velly District re: the ___

ENC. No. 4 TO E. R's. C. No. 6355 OF 1899
LETTER No. 1497 D 5-12-99
FROM A

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

PLAN
G. OF I. D. E. No. 5904
(Encl-)

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-