

Public Works (1899) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 1535 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 agency clause of the Land acquisition regulation.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

T. Michell: Esq,

Engineer-in-Chief,
Madura Pamban, Tinnevely
Quilon Railway
Trichinopoly,

The humble petition of the undersigned ryots of
Ambasamudram village.

Most Respectfully Showeth:-

That the Tinnevely Quilon Railway line has been surveyed 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 the village 2.

That on the motion of one Ramasubbier of this 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 present 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 dangerous 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 Works 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

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 ascertained 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 be no danger of any kind.

3. Moreover the earth near the place proposed by Ramasubbier 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 supply earth of excellent kind at a less cost. The fact said by Ramasubbier 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 cultivation 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

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(True Copy)

M. Spalding
of *8th Nov 1899*
Engineer-in-Chief's Office,
Trichinopoly, 22nd November, 1899.

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