

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. 847. *dy*

DATED 2nd Aug. 1898.

[Despatch Abstract.]

Travancore Branch of the S.Ry.

Passing orders on the Memorial
from the inhabitants of Shemadevi in
Linnavelly Dist. praying that the route
of the ——— be diverted as suggested
so as not to traverse their lands.

Indexed.

BACK PAPERS.

FURTHER PAPERS.

Sheet no 1

No. 94 dated 4 June 1894
Forwarded to Agent
S. J. R. for Gladys
14.6

Enclosure
T. 357
4. 7. 1899

To His Excellency the Right Honorable
The Governor of Madras in Council
The humble mahjar of the Mahajans
of Sherm & Co. Dindigul District

/ Most respectfully sheweth
That your excellency's honorable memorialists
beg leave to represent that each taluk
has, of late been aimed at their heads
by the projected railway from Indur
to Kuppam & from all the road
that the memorialists have appeared
for the alignment of the proposed line
only very recently and that therefore
can not but narrate to your excellency
the history of their existence
before they could come to the point of issue
The Revenue settlement of this district
was completed in the year 1864 or so,
and the maximum rate fixed per acre
is Rs 20 - the highest in the whole
presidency.
A reference of this matter to the Revenue
authorities of this district with clearly
indicate your excellency that the
memorialists at present hold about
a 3rd of the land which they were
in possession of, at the time of

Settlement. The chief causes which
led to this catastrophe are:-
Vicissitude of the season - The season
as been very unfavourable for cul-
tivation. Fluctuations in the market rate of
prices of the paddy. The prohibitive assessment
imposed upon the unfortunates
the more abject and the poorer
bearers of labour for agricultural
purposes and the most stringent
measures that are adopted by the
Government in the collection of
taxes at the most unseasonable
times of the year. These and other
concurrent circumstances which
generally tend to aggravate the
difficulties of the poor in
satisfying the demand
the Government have already
perceived the impoverished population
that in this connection the memorialists
gladly state that they had
some consolation when they heard
that your excellency's honours

- 10/1/73
- the Government had been considering the
feasibility of, and the necessity for
passing a new bill and
establishing a agricultural banks.
But to that deep regret they now
learn that the proposed Railway line is
to pass a cross their native land and
traversing the whole length from the
southern side of the Thantharaparam
to the northern terminus of the village
to the entire detriment of the little
produce they now get from their most
heavily sown land thus depriving
them of their ordinary means of
sustenance.
6. That the line has now been sanctioned
and the Engineers are proceeding
through their first mode cutting the
impending catastrophe.
 7. Should this line be finally adopted
your memorialists venture to submit
that several families in the village
would inevitably be ruined.
 8. That your memorialists are not

been aware of the benefits of a railway
 line to Anilon nor are they ignorant
 of the provisions of the land acquisition
 act but they would submit that they
 could not procure land of equal
 quality even if double the price
 is offered elsewhere as no amount of
 money or labour shall for some years
 to come compensate for the trouble
 they would be put to in clearing up
 up ordinary land for the purpose.
 It is further stated that the
 proposed line from the Company's station
 from the southern bank of the
 Shamharpari runs so close to the
 village that it would ^{certainly} cause
 serious hindrance to the agricul-
 tural population living in and
 about the neighbourhood and purely
 agriculturists having no speculative
 tendency like other nations and will
 have nothing to fall back on should
 they be mischievously deprived of
 their few poor producing lands.
 It is further stated that the

sheet no 3

Government and the people to do
 memorialists there for they leave
 to crave your Excellency's benign
 Government to give up the proposed
 line and alter the alignment without
 in any way interfering with the Company's
 and the convenience of the people
 stricken population.
 12. In regard to the proposed line
 memorialists are not prescriptive
 they would beg leave to suggest the
 following alternative courses
 may be adopted:
 (1) That the line may run along the
 northern bank of the Shamharpari
 parallel to the existing cart road from
 Din ne ne Ugyat Shernad
 (2) Or
 it may run along the cart road
 from Din ne ne Ugyat Shernad
 via Kanganari
 3 Or it may cross the Shamharpari
 at the bathing ghat of Gopalaram
 village where the river is narrow
 there are high rocks to found a bridge
 upon and then run due south
 parallel to the existing cart road

up to Tran cheri and thence westward
along the puzha based by the south
side of the existing cart road should
any of these lines be adopted your excellency's
memorialists would beg leave to submit
that no inconvenience of any sort
would be caused and the cost of construction
may also be cheaper than under the above

circumstances memorialists pray
your excellency to give up the proposed
alignment and recommend to the
Government of India for the
adoption of any of the three alter-
native proposals and thus protect
the poorest agriculturists from
being utterly annihilated.

For which act of charity and
kindness, memorialists, as in duty
bound, shall ever pray.

27th May 1899
1899

Forwarded to the Consulting Engineer
with a prayer that the Government may be
informed and that justice may be done to the
memorialists.

upon and then the line will be
parallel to the existing cart road

2nd May 1899

Handwritten text in Tamil script, likely a list of names or titles.

Handwritten text in Tamil script, likely a list of names or titles.

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Handwritten text in Tamil script, likely a list of names or titles.

Handwritten text in Tamil script, likely a list of names or titles.

No. 660

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 7th July 1899.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Ootacamund,

Sir,

In returning herewith the petition from certain ryots of Shermadevi received with your endorsement N^o 94^B of 14th June 1899, I have the honor to subjoin a copy of the Engineer-in-Chief's report upon the matter.

"I fear I cannot help the petitioners. They want us either to avoid Shermadevi altogether or to cross the Tambraparni river at Gopalasamudram and go alongside the cart road to Prancheri Southwards, and then turn west to Shermadevi, by this latter alternative we should go through some one else's wet lands at Gopalasamudram, the new alignment would be much longer and more expensive, and we should not be able to serve the important suburb of Pettai near Sinnerelly which the present alignment provides for."

It is necessary, in going to Shermadevi, for us to cross the Tambraparni river and through their wet lands. I quite sympathise with the petitioners, but unfortunately we have no alternative.

I will do my best by taking up only the minimum amount of land. I may add that we have adopted the shortest route possible thus causing the

RAILWAY BRANCH.

Form No. 10.

2811
C. No. 3615

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE MR. ARUNDEL I.C.S.

THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

Travancore branch of the
South Indian Ry.FOR ORDERS.

Below is a petition from the inhabitants of
Shemadri village in Pinney District that the
route of the Travancore branch of the S.I.R. may
be diverted so as not to traverse their lands.

I have been carefully into the matter with the
Engineer in Charge, and I find that it is impossible
to divert the line as suggested without doing great
injury to other persons' wet lands, and increasing
the length and cost of the railway. The Engineer's
official opinion is to take everything at its face
when making his statement, and he will doubtless
insist on the point.

I put up a draft of 8.0. for approval.

WMS
2/7

29.7.99
WMS
2/7

The minimum loss. I am quite aware that
the wet lands are valuable in the Tambapanni
valleys, and in all cases we are trying to cause
as little damage to them as possible.

I have the honor to be
Sir

Your most obedient servant

W. Spalding
Ag. Agent

1 Enclosure

MS

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated
Received
No.
ENCLOSURE
18

MS
2/7

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No

ERI Current No. 2841 of 1899, dated 1.6.99, from the inhabitants of Sharnaduri village in Tinnaiyudi M.
 — " " 3615 " 189 , " 15.7.99, " Agent S. I. Ry.
 " " " 189 , " " "

ORDER.

No 847. Dy dated 2/8/99
 The petitioners will be informed through the
 Collector of Tinnaiyudi that after full enquiry Govt.
 finds itself unable to interfere. The smallest
 quantity of land necessary for making the
 railway will however be taken up.

F.R.S.
 20/7/99

To Agent S. I. Ry. ✓

" E.R. ✓

" Collector of Tinnaiyudi ✓

Despatched on 2/8/99

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