23/1/85 R.T.

Public Works (1899) Department.

RAILWAY BRANCH.

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G.O., No. 875-E

DATED 8th August 1899

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[Despatch Abstract.]

Podanur - Dindigul Railway.

Ordering that all papers on the subject of the —, printed up to date be recorded.

P. W. 86.
200—30-8-99.

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Print 875 R. Press 20/8/99

G.O., No. 875 Ry., 8th August 1899.

AUGUST.

Podanur-Dindigul Railway

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FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 875 Ry., 8th August 1899.

AUGUST.

Podanur-Dindigul Railway

Ordering that all papers on the subject of the —, printed up to date, be recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Note by Captain A. D. G. Shelley, R.E., Deputy Consulting Engineer for Railways, Madras, dated 8th March 1891.

Palghat-Dindigul Railway.

General history of the project.—The construction of a branch line to connect Dindigul with some point on the Madras Railway, west of Erode, was first brought forward in a note by the Consulting Engineer for Railways, No. 216, dated 16th July 1869. At that time the route to be followed by the southern extension of the South Indian Railway was not decided, but, on the assumption that the line would be taken to Madura direct, the suggestion was advanced that a branch should be constructed from Madura to Coimbatore through Dindigul. The Consulting Engineer's report was not disposed of until the route to be followed by the southern extension had been fixed to be from Trichinopoly *viâ* Dindigul to Madura, when the branch line from Dindigul was recommended for the Government of India's favourable consideration. In reply, the Local Government was referred to paragraph 9 of Secretary of State's despatch No. 75 R., dated 13th July 1871, and was informed that nothing then advanced called for a reconsideration of that official's views that "there must be far stronger reasons than have yet been adduced for encircling with railway communication a tract not 90 miles in length by 60 miles in width."

In G.O., No. 718 R., dated 28th November 1877, the Collectors of Malabar, Coimbatore and Madura were called on for opinions as to route and probable remunerative results and were directed to furnish statistics, reports, &c. Their replies are embodied in G.O., No. 750 R., dated 8th August 1878, and on them His Grace the Governor decided that, though the line was of great local importance, construction should stand over.

In 1883 a Mr. Brearey applied to the Secretary of State for certain concessions and offered to construct the line. This proposal was declined (G.O., No. 1438 R., dated 14th December 1883). Mr. Brearey then made another application which was refused by Secretary of State (G.O., No. 1106 R., dated 19th November 1884). In 1885, the Engineer-in-Chief, Madras State Railway Surveys, was called on to prepare a preliminary report and estimate which was submitted in 1887. In G.O., No. 127 R., dated 17th February 1888, the Government of India, in compliance with its request, was furnished with the views of the Board of Revenue on the line, having regard to its famine protective capabilities. In His Excellency the Governor's minute, embodied in G.O., No. 188 W., dated 17th January 1888, reference is made in paragraph 18 to this line, where His Excellency "was not in a position to hold out hopes that funds would be available within any reasonable period;" the Consulting Engineer notes regarding this paragraph—"The Government of India have stated that they can promise no financial support."

In letter No. 466, dated 11th May 1888, embodied in G.O., No. 467, dated 7th June 1888, the Agent and Manager, Madras Railway, instructed by his Board, submitted, among other proposals, one to construct and work a line from Palghat *viâ* Pollachi to Dindigul on either gauge at the option of Government. The Local Government in G.O., No. 467 R., dated 7th June 1888, when dealing with these proposals, ordered that the surveys and estimates previously prepared should be handed over to the Madras Railway with a view to the preparations of estimates for the broad gauge, the break being at Dindigul and not at Palghat. Government

further considered the line desirable, but questioned its financial prospects proving favourable. The Government of India in letter No. 282 R.C., dated 10th April 1889, decided that the proposed extensions must be deferred until more favourable conditions can be proposed for their construction. In relation to certain new works at Palghat station, it was suggested to the Government of India in letter No. 1285 R., dated 28th August 1890, that the time had now come for deciding the gauge of the Palghat-Dindigul Branch. The Government of India deferred giving a decision until the new station at Palghat is actually contemplated.

2. *Object of the line.*—The Palghat-Dindigul Branch, if constructed, would serve the double object of a famine protective and a possibly remunerative line. It would traverse the taluks of Palghat, Pollachi, Udamalpet, Dharapuram, Palni and Dindigul, the four latter of which suffered severely during the famine of 1877–78, the deaths registered among persons under gratuitous relief varying from 1,045 in Dharapuram to 2,894 in Pollachi.

3. The following statement, showing the areas and population of the taluks which would be traversed by the line, is extracted from the Board of Revenue return embodied in G.O., No. 127 R., dated 17th February 1888 :—

Taluk.	Collectorate.	Area. sq. miles.	Population.
Palghat	Malabar	613	342,454
Pollachi	Coimbatore	710	172,909
Udamalpet	Do.	583	128,640
Dharapuram	Do.	835	226,270
Palni	Do.	910	192,290
Dindigul	Madura	1,071	337,470
	Do.		

4. The taluk of Pollachi, situated in the extreme south-west of Coimbatore district, is noted for its fertility, climate, and scenery. At Pollachi town, containing 5,082 inhabitants, a large weekly market is held. Cloth, brass, copper vessels, rice and pepper are brought from Malabar and cotton, tobacco, chillies, gram, &c., are exported in return.

5. The town of Udamalpet is a small seat of trade, but thousands of carts laden with cotton from the southern taluks of Coimbatore pass through on their way to Tinnevelly during the season.

6. The town of Dharapuram is situated within a few hundred yards of the Amaravati river; it is said to be very ancient and has the remains of an old fort. It is a large well built town with good streets and has a fair trade in country produce, but has no special industry. Roads from every quarter converge on the town and there is a good weekly fair.

7. At Palni there is a celebrated shrine.

8. The line would apparently tap a fair local traffic and serve a large interchangeable trade between its termini. It would further lead to the opening up of the Palni hills to commercial enterprise. There seems no doubt that the line would be of great value, but accurate statistics of trade are necessary before it can be decided whether it would pay a fair dividend on its estimated cost of, say, 68½ lakhs.

9. *Alignments and estimates.*—The line would run through a gap in the Western Ghâts between the Nilgiris and the Anamalais hills and surmount the water-shed, in which rises the Ponani, flowing west to the Arabian sea, and the Amaravati, an affluent of the Cauvery. An ascent of over 1,000 feet above Palghat will be necessary to get over this water-shed. From the summit a descent will be made into the valley of the Amaravati, which river will be crossed near Dharapuram or Palni as may hereafter be decided. In reaching Dindigul the valleys of several tributaries of the Amaravati must be crossed. There are two proposed routes, one *viâ* Dharapuram, and the other *viâ* Palni. The latter is the superior from an engineering point of view and about seven miles shorter, being 100⅔ miles against 107⅔. The mileage rate of both routes on the metre gauge has been estimated at Rs. 63,530, giving for the Palni line a total cost of Rs. 63,95,353 and for the Dharapuram Rs. 68,40,136.

Extract from G.O., No. 467 Ry. dated 7th June 1888.

* * * * *

7. The surveys and estimates of the proposed line from Palghat to Dindigul w
be handed over to the Agent and Manager, Madras Railway, in view to the preparati
of approximate estimates on the broad gauge; but no expenditure should be incurre
in making further surveys. If this line be constructed by the Madras Railway,
should, in the opinion of Government, be on the broad gauge, the break of gauge being
at Dindigul instead of at Palghat. There is no doubt that such a line is desirable, and
the only question is whether it is likely to pay.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund 6th June 1894, No. 47/O.

I have the honour to forward, herewith, a map in which the Palghat-Dindigul line is shown in pencil and to inquire, with reference to certain memorials praying for the construction of the line in question, whether you will be so good as to give your opinion on the proposed or any other alignment, as it is understood the Podanur-Dharapuram route has been investigated.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 11th June 1894, No. 6025/455.

I have the honour to return the map sent to me with your 47/O of the 6th instant from Ootacamund and to enclose for your information copy of a report submitted by the Company's Traffic Canvasser on the 19th November 1888.

2. I am disposed to think that for traffic purposes the proposed line should pass from Dindigul *viâ* Dharapuram and Pollachi to Podanur, and that it should be constructed on the standard gauge and form part of the Madras Railway system.

3. In connection with this subject I would refer you to paragraph 7 of G.O., No. 467 R. of the 7th June 1888.

4. The bulk of the traffic from Pollachi will consist of timber; and as this commodity finds its market to the north-east it will be cheaper and more direct for the traffic to pass *viâ* Podanur than *viâ* Palghat.

5. Then again if the line is extended eastwards from Podanur the engines and rolling-stock engaged on the Mettupalaiyam Branch which are now confined to purely local trains can be utilised on the through journey from Mettupalaiyam to Dindigul.

6. I am of opinion too that for public convenience Dindigul, Dharapuram and Pollachi should be connected direct with the important junction at Podanur.

7. We have available borrowing powers more than sufficient to construct this railway and as the last loans taken up by my Directors in London were secured at the low interest rate of 3 per cent. it would, it seems to me, be a wise measure to open out by railway communication a well cultivated district, such as a railway from Dindigul to Podanur would pass through.

Enclosure.

From—The Traffic Canvasser.
To—The Traffic Manager, Madras Railway Company.
Dated—Madras, 19th November 1888.

In obedience to your orders I arrived at Palghat by train, and proceeded from thence to Pollachi by cart visiting the following villages situated *en route*. The distance between these two points is 28 miles:—

Paray, situated 7 miles east of Palghat, is a minor village. Thanary which is one-and-half mile from Paray is a religious place for the whole of Malabar natives and is greatly visited during New Moon, Audi and Deepavally feasts on account of a religious bull hewn out of a rock from which sacred water continually flows. Adjacent to Paray are two villages called Kakathodoo

and Vadakodu about 2 miles distance, at these places a good deal of palmyra jaggery is manufactured and carted to Palghat to be railed to Madras for some of the leading firms there. A shandy is held weekly at Paray, the principal produce being paddy which is carted to Palghat station and thence railed to the Malabar district.

Colunjaparay is 7 miles east of Paray, contains a population of about 2,000 inhabitants and is the principal centre for timber traffic. The timber which is produced there and the adjacent villages within a radius of 4 miles is carted and sent to Pollachi, Palghat and Kanayakod. The principal produce is paddy, tobacco and grain; these are carried by road to Pollachi and Palghat, a weekly fair which falls on Wednesday at which a large gathering assembles.

Mannur is a minor road side village of very little importance and is 7 miles east of Colunjaparay and contains about 60 houses and is the largest of 3 or 4 villages which lie surrounding. Much goods traffic cannot be expected from this village.

Pollachi 7 miles east of Mannur in the Coimbatore district, contains about 4,458 inhabitants, the head-quarters of the Tahsildar and Sub-Registrar. It also contains a local fund hospital and a school. Traffic to a considerable extent is carried on at this place. The shandy which is held every Thursday is attended by a vast number of people and is a remarkable one. The principal traffic which consists of timber, wet skins, tobacco, chillies, grain, gingelly seeds, pulse and paddy are brought in very large quantities by carts from the surrounding villages which are within a radius of about 6 miles and are exported to Udamalpett, Palni, Dharapuram and Dindigul and also to Palghat and Coimbatore. Anamalais hills which is about 8 miles from Pollachi supplies large quantities of timber, and I was informed by the Tahsildar that Rs. 80,000 was sanctioned by Government to lay a road from the hills to their Government depot which is erected in this place to facilitate and increase this traffic. Bamboos are also brought down in large quantities from Anamalais to be exported to different places. This is the residence of wealthy merchants. Large bazaars are also kept. The inwards traffic is iron, salt, piece-goods, twist and sundries, all from Madras, Salem, Erode and Coimbatore *viâ* Podanur and Coimbatore. Betel-nuts, dry ginger, dates from the Malabar district *viâ* Palghat from thence they are carted to Pollachi. Two of the adjacent villages named Ramapatnam and Ootakalle are wealthy zamindaries.

Gomungalam 10 miles east of Pollachi. This is a very fertile country for the growth of cotton which is exported in large quantities to Coimbatore, Pulladam and Tirupur for the cotton presses there; from whence they are pressed in bales and railed to Madras. Cotton in large quantities is also sent by country carts to Dindigul from whence they are exported by rail (South Indian Railway) to Madura, Sattur, Veruduputty and Tuticorin. The other produce of this place is garlic, cummin seeds, tobacco, chillies, grain and pulse, which are also exported in large quantities to Pollachi, Coimbatore, Udamalpett, Palni and Dharapuram. There are also some villages within a radius of three miles which produce much cotton and a somewhat similar traffic as above.

Udamalpett 7 miles east of Gomungalam in the Coimbatore district and contains according to the last census 8,627 inhabitants and is the head-quarters of the Tahsildar, Sub-Registrar and District Munsif and also some other Government officials. There are also a local fund hospital and a Government school. The weekly fair is held on Mondays and is largely attended. The country produce is jaggery, vendium, cummin-seeds, mustard, tobacco and all sorts of grain and paddy. Cotton is also grown to a certain extent. The people are very wealthy and in points of traffic and richness of country this compares very favourably with Pollachi. Gram and paddy which are brought in large quantities to the weekly shandy from the adjacent villages within 8 miles distance are collected by merchants of this place and sent by country carts to Tirupur to be exported by rail to Salem, Erode and Karur by means of their agents at Tirupur who are paid a commission of 4 annas for each cart-load. Cotton also is sent to Tirupur for the cotton press by country carts for exportation by rail to Madras and country carts to Dindigul to be railed to Madura, Veruduputty and Tuticorin. Tobacco and chillies are sent to Coimbatore and Palghat by country carts. The inwards traffic which is also very great consists of betel-nuts, pepper, cheakoy, dry ginger, twist, piece-goods, iron and salt; these are contributed by Palghat and Madras, Palghat supplying betel-nuts, pepper, dry ginger and cheakoy by carts, while piece-goods, iron, twist and salt are railed from Madras to Tirupur and from thence carted into this place.

Madathakolam at 10 miles from Udamalpett has about 300 houses, a shandy is held weekly on Saturdays, very little traffic here between this and Palni hills; at about 2 furlongs from Madathakolam a river called Amaravati intercepts the road the breadth of which is about 80 feet, the current during the monsoons is very strong, this river is not always in flood. I had to cross it over donies which are kept for the purpose. I was informed that a bridge erected by the local fund board was washed away 15 years ago and still they are unable to erect one on account of the very strong current which is experienced. Water comes down the hills bringing with it large trees, &c.

Palni hills, 12 miles from Madathakolam; a little before entering this place, about a mile distance, a river called Shunmuganathee crosses the trunk road; its breadth is about 60 feet. A bridge similar to the Amaravati river was washed way on the same day as that described above (Amaravati) and is the taluk of the Madura district. The head-quarters of Tahsildar and

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Palni hills, 12 miles from Madathakolam; a little before entering this place, about a mile distance, a river called Shunmuganathee crosses the trunk road; its breadth is about 60 feet. A bridge similar to the Amaravati river was washed way on the same day as that described above (Amaravati) and is the taluk of the Madura district. The head-quarters of Tahsildar and

some other Government officials. The population according to last census is 13,315 and a very large temple is erected at Palni hills which is resorted to by vast number of pilgrims from all parts of India, the natives of Malabar forming the major portion of pilgrims. Four feasts are held yearly called Kundasasti, Brahmaoothsavam, Car feast and Vasunthavoochavam. The first named falls in November, 2nd in February, 3rd in April and the 4th in May, at which a large concourse of people attend. The number of pilgrims will far exceed the number who usually resort to the Tirupati feast on our line. Rich Natukota merchants reside here and carry on an extensive trade in piece-goods which are largely brought from the cotton weaving places, viz., Madura, Tinnevelly, Salem *viâ* Dindigul and Tirupur by country carts. The principal production is paddy, gingelly-seeds, chillies, grain and pulse, which are exported to Madura *viâ* Dindigul and other places, situated between Palni and Pollachi. The inwards traffic is also very great. Timber is received from Pollachi by carts. Iron, piece-goods and twist from Madras *viâ* Dindigul, salt from Negapatam *viâ* Dindigul.

Satharaputty is 10 miles east of Palni hills and contains about 500 houses. Principal produce is grain, cotton and pulse. Grain and pulse is forwarded to Dindigul and Palni, while cotton is sent to Madura, Sattur, Virudupatti and Tuticorin. Close to this village is the zemindary of Ayakudi. A mile and a half from Satharaputty commences the Verupauchee ghaut, the extent of which is about 3 furlongs and is laid with a fairly good road descending very steeply. At the base is situated a small village called Verupauchee at which a shandy is held weekly and it is about 10 miles distance from the Kodakanals. The latter place produces coffee, cardamoms, mace. The produce of Verupauchee is celebrated sweet plantains which are largely exported to Palni and Dindigul. Half a mile from Verupauchee a river called Nunganjee crosses the place and it is about 50 feet broad. A local fund bridge which was erected in 1841 is still in good order.

Palakanath, situated 10 miles from Satharaputty, is a minor village with about 100 houses. The produce is tobacco, grain and gingelly-seeds which are exported to Palni, Udamalpet and Dindigul.

Vadiputty, 6 miles from Palakanath and one mile from the trunk road, a weekly fair is held every Wednesday and contains about 200 houses. There is also a choultry called Rediyar chatharam close to the road. The produce is cotton, tobacco, grain, which are exported to Dindigul by country carts and from thence cotton is railed to Madura, Sattur, Virudupatty and Tuticorin. Three miles after Vadiputty there is a small river called Mangaray, its breadth is about 30 feet, it is in flood only during rainy season, 2 miles off this river is another river named Kodavanar, the breadth of which is about 30 feet, there are no bridges for these two rivers.

Dindigul is situated 9 miles off Vadiputty, with a population of 14,182 according to the last census and is the head-quarters of Tahsildar, Assistant Collector, Munsif and Sub-Registrar and one of the taluks of Madura district. There are a Government school and a local fund dispensary. The chief productions are paddy, grain, tobacco, chillies, gingelly-seeds and cotton in small quantities; exports all the above productions to different directions, except cotton which is sent to Virudupatty, Sattur and Madura by South Indian Railway. Imports betel-nuts, pepper-water and dry ginger from Malabar side to Palghat by rail and thence to Dindigul by country carts. Iron, piece-goods and sundries by South Indian Railway from Madras, salt from Negapatam by South Indian Railway. I returned back from Dindigul to Podanur *viâ* Dharapuram and the following are the stations lying between Vadiputty described already. Palakanath described already.

Kosavaputty is 10 miles distance from Palakanath and contains about 2,000 inhabitants: a weekly fair on Sundays is held and is attended by large number of people from villages surrounding it. Principal produce is all sorts of grains, tobacco, cotton, castor-seeds and pulse. These are exported to Dharapuram and Dindigul.

Parumagovindenvalasoo which is 11 miles from Kosavaputty has about 100 houses and is close to the local fund road which lead to Dharapuram; provisions are obtained from Dharapuram and Kosavaputty shandies.

Dharapuram which contains a population of 6,620 inhabitants is 11 miles from Parumagovindenvalasoo, 33 miles from Tirupur and 22 miles from Karur, and is a place of much importance; this was at one time the head-quarters of Coimbatore district, but owing to high winds experienced here this was converted into a taluk, Coimbatore having been made the head-quarters, here are Tahsildar's cutcherry and a local fund dispensary. Several villages containing wealthy cultivators are attached to this taluk. A shandy is held weekly and is largely attended. Principal productions—paddy, tobacco, gingelly-seeds, grain and pulse, chillies and jaggery. These are exported to Erode, Salem, Vellore and Madras *viâ* Tirupur. To Palni, Udamalpet and Pollachi by country carts and to some stations on the South Indian Railway viâ Karur. This place is noted for ghee which is sent in large consignments to leading merchants in Madras and Coimbatore *viâ* Tirupur. Imports salt, iron, piece-goods and sundries from Madras *viâ* Tirupur. Here is Amaravati river which lies between Parumagovindenvalasoo and Dharapuram and is at a distance of one mile from the latter station. Its breadth is about one furlong. At present it is in freshes and I had to cross it on small donies.

rom

called Kakathodoo

Karathalavoo is a small village, 13 miles away from Dharapuram and has about 200 houses. The produce is grain, paddy and pulse which are sent to Udamalpet and Pollachi by country carts. Udamalpet described already. Gomungalam described already. Pollachi described already.

Kaliyananputhur is situated 5 miles from Pollachi, the surrounding villages of which four or five which are largely populated and well afford a great deal of passengers and goods traffic.

Kanathakadavoo, 6 miles from Kaliyananputhur, a shandy is held weekly on Sundays. The principal produce, chillies, tobacco, gingelly-seeds, grain and pulse; these are sent to Coimbatore and Pollachi in country carts. This trade is carried to a considerable extent.

Oothakalmandapum is situated 4 miles from Kanathakadavoo and contains about 500 houses, the traffic is similar to Kanathakadavoo. Chillies are grown abundantly here and are sent to Madakarai.

Podanur is situated 7 miles from Oothakalmandapum.

Valamputty which is situated between Dharapuram and Palni is 10½ miles away from both these stations; it has a population of about 869 and is noted for ghee. Merchants at Dharapuram collect mostly from this and its adjacent villages for despatch to Madras *viâ* Tirupur. I beg to submit for your consideration that there are three routes to Dindigul, viz, first from Palghat to Dindigul direct (102 miles), second Palghat to Dharapuram and Dharapuram to Dindigul as surveyed by Government (114 miles), third Podanur to Dharapuram, Dharapuram to Palni and Palni to Dindigul (118 miles).

No. 1 *route* touches Palni but does not pass through Dharapuram which is a place of importance as will be seen from the particulars given about it. This route up to Pollachi is rocky with uneven and rugged roads. There are also steeps and streams in several places besides between Madathakolam and Palni, a distance of 11 miles two rivers named Amaravati and Shunmuganathi have to be crossed.

No. 2 *route*, the same remarks as number 1 route applies to this up to Pollachi. The disadvantage in this route besides the one between Palghat and Pollachi is that it does not touch Palni, the importance of which place has been given in detail.

No. 3 *route*.—All the way from Podanur the road is better than number 1 route and also the streams are very few. This route touches both Dharapuram and Palni and avoids one of the two rivers mentioned in number 1 route. If this line is adopted I am of opinion that the sources of income from goods and passengers traffic will be good and the line will afford every facility to passengers coming from Mettupalaiyam:—

Stations and distance.

No. 1 *route*—

	Miles.
Palghat to Paray	7
Palay to Kolanjamparay	7
Kolanjamparay to Mannur ...	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet ...	7
Udamalpet to Madathakolam ...	10
Madathakolam to Palni	12
Palni to Satharaputty	10
Satharaputty to Palakanath ...	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	102

No. 2 *route*—

	Miles
Palghat to Paray	7
Paray to Kolunjaparay	7
Kolunjaparay to Mannur	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalovoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Parumagovindenvalasoo.	11
Parumagovindenvalasoo to Kosavaputty.	10
Kosavaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	114

No. 3 *route*—

	Miles.
Podanur to Oothakalmandapam ...	7
Oothakalmandapam to Kanathakadavoo.	4
Kanathakadavoo to Kaliyananputhur ...	6
Kaliyananputhur to Pollachi	5
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalavoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Valamputty	10½
Valamputty to Palni Hills	10½
Palni Hills to Satharaputty	10
Satharaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	118

Extract from letter from—The Secretary to the Board of Directors, Madras Ry. Co.
To—The Agent and Manager, Madras Railway.
Dated—61, New Broad Street, London, E.C., 27th July 1894, No. 903.

* * * * *

Re *extension from Palghat or Podanur to Dindigul.*

6. Another extension of the Madras Railway system, which has always been considered desirable, is a line from Palghat or Podanur to Dindigul. This was included among the projected extensions put forward in the Board's letter No. 794, dated 20th April 1888, was again referred to in their No. 804 of 2nd November 1888, and was discussed and disposed of in G.O., 26th April 1889, No. 465 R., Public Works. The subject was again alluded to in paragraph 14 of the Board's letter No. 843 of 28th November 1890, and the Government of Madras were specially urged to consider the proposal for these extensions, and the manner suggested by the Board in which the Capital for these undertakings could be raised.

7. The Board desire to repeat their proposal in respect of this line from either Palghat or Podanur to Dindigul.

8. It must be understood, however, that before the Board could consent to undertake the construction of this or any other extension, they must be satisfied, from the result of careful surveys and estimates, that the lines are such as could profitably be undertaken as additions to the Company's system, to form part and parcel of the Madras Railway.

9. Unless each extension can be reasonably expected to yield a net return on its own length sufficient to cover, or nearly so, the interest on the additional capital required for its construction, the Board feel that they would not be justified in sanctioning a proposal to construct such a line, as an addition to the Company's system.

10. The Board believe that the line to Dindigul has already been surveyed, plans and sections prepared, and an estimate formed of the cost as well as of the probable returns.

11. Being in possession of the Board's views on the subject, and after you have obtained the fullest information in respect to the matters abovementioned, you can submit with confidence the course you recommend for adoption.

Extract from letter from—The Joint Secy. to the Govt. of Madras, P.W.D., Ry. Br.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 23rd May 1895, No. 366 R.

* * * * *

Podanur or Palghat-Dindigul.—This line was first suggested in 1869, and the Collectors of the districts through which the line would pass were asked to report on its prospects; their reports are embodied in Proceedings of this Government, No. 750 R. of 8th August 1878. A preliminary survey with report and estimate was submitted by the Engineer-in-Chief, Madras Railway Surveys, in 1887. Two alternative routes were considered—one *viâ* Dharapuram, the other *viâ* Palni. The former, 107 miles in length, was estimated to cost on the metre gauge Rs. 68,40,000; the other, 100 miles in length, Rs. 63,95,000, the cost per mile, viz., Rs. 63,530, being the same for both. The opinion of the Board of Revenue on the necessity of the line from a famine protection point of view is embodied in Proceedings of this Government, No. 127 R., dated 17th February 1888. In 1888 the Board of Directors of the Madras Railway proposed to construct this, among certain other branches, either on the standard or metre gauge, whichever might be preferred by Government. The Local Government, in forwarding this letter to the Government of India (see G.O., Nos. 467 and 468 R. of 7th June 1888) considered that no further expenditure in surveys on this line should be incurred and remarked that the line, if constructed by the Madras Railway, should be on the standard gauge, the break of gauge being at Dindigul instead of Palghat and that though such a line was desirable it was a question if it would pay.

In a letter No. 1285 R., dated 28th August 1890, to the Government of India, the Government of Madras remarked that the time had arrived for deciding finally whether the line should be broad or metre gauge and that though it was doubtful whether the line would pay the interest on its capital, it would certainly pay indirectly through the increased traffic which it would bring to the Madras and South Indian Railways.

* * * * *

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 8th August 1895, No. 6025/706.

With reference to your letter No. 47/O. of the 6th June 1894, I have the honour to suggest that a survey of the proposed line from Podanur to Dindigul be undertaken during the next working season and that the route to be followed be that from Podanur through Polachi, Udamalpet and Dharapuram to Dindigul with a branch from Kathakolu to Palni—which is at foot of the hills, and about only 16 miles from Kodaikanal.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 13th August 1895, No. 88/O.

With reference to your letter No. 6025/706, dated 8th August 1895, suggesting that a survey of the proposed line from Podanur to Dindigul be undertaken during the next working season, I have the honour to request that I may be furnished with the following details:—

(i) Plan showing proposed route.
(ii) Probable cost of survey.
(iii) Whether the Madras Railway propose to bear the cost of the survey.
(iv) Whether the Board agree.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 28th August 1895, No. 6025/769.

With reference to your No. 88/O. of the 13th August 1895, I have the honour to send you a map showing—

(*a*) a line from Podanur to Dindigul *viâ* Dharapuram, 119 miles long;
(*b*) an alternative direct line from Podanur to Dindigul with branch to Dharapuram, say 115 miles.

The latter is recommended as the most suitable route to take.

The cost of a final survey and section will be for scheme (*a*) Rs. 59,500 and for scheme (*b*) Rs. 57,500 at Rs. 500 a mile.

If the branch is constructed as part and parcel of the Madras Railway, the Company will of course bear the cost of the survey, but if the line is to be handed to a private company, then the cost of the survey should be borne by the Government or the private company.

The Board, in paragraph 14 of their letter No. 843 of the 28th November 1890 and in paragraphs 6—11 of this No. 903 of the 27th July 1894 have already viewed the extension of this Company's system to Dindigul favourably.

If the Government of India has finally decided that the Guaranteed Railways shall *not* be extended, then I shall be glad to learn on what conditions the Government will favour the construction of branch feeder lines to the Madras Railway system.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Dept.
Dated—Ootacamund, 18th September 1895, No. 586 R.

I am directed to forward a letter from the Agent, Madras Railway, regarding a proposed branch from Podanur to Pollachi, Udamalpet, Palni and Dindigul on the South Indian Railway.

2. The Agent proposes, with the concurrence of his Board of Directors, that the Company should bear the cost of a detailed survey provided that the Company may be allowed to construct this branch hereafter.

3. It will be noted that His Excellency the Governor in Council has, in letter No. 570 R., dated 10th September 1895, placed this branch and the Salem-Dindigul branch under the class of branch lines of less pressing importance than the Calicut-Cannanore and Shoranur-Cochin and Arcot-Ranipet branches of this railway.

4. Before calling on the Agent to submit reliable traffic estimates showing that these extensions are likely to yield a net return on the capital required for their construction, it appears desirable that the Government of India should notify what conditions they are prepared to favour.

5. I am to say that this Government is in favour of the Madras Railway Company constructing themselves such branches as can reasonably be shown to pay, and it is suggested that the issue of sterling debentures at 3 per cent. for permanent-way, &c., and 3½ per cent. silver debentures for Indian expenditure may be possible.

6. This is a lower rate of interest than was recommended in paragraphs 7 and 8 of letter from Madras Railway Company to Under Secretary of State, No. 7759, dated 19th March 1894 (G.O., No. 365 A.R., of 23rd May 1895), but looking to the present high rate quoted for the Company stock and the past half-year's increase of receipts, it appears justifiable.

7. I am therefore directed to ask for an early indication of the policy of the Government of India in respect to the construction of the branches of the Madras Railway.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
Dated—Simla, 25th October 1895, No. 1321 R.C.

I am directed to acknowledge the receipt of your letter No. 586 R., dated 18th September 1895, submitting a proposal by the Madras Railway Company for the survey and construction of a branch line from Podanur to Dindigul with an extension to Dharapuram.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the proposed extensions from Calicut to Cannanore and Shoranur to Cochin are of more importance than this branch, and that attention should, for the present, be directed to those two extensions, rather than to the making of surveys for fresh lines the prospect of constructing which is remote.

3. With regard to your enquiry as to the terms on which branches and extensions of the Madras Railway should be constructed, I am to say that the general question of railway extension by the agency of Companies is now under discussion with the Secretary of State, and that the Government of India is therefore unable to make any definite announcement on the subject at present.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—13th November 1895, No. 3624.

With reference to correspondence ending with your letter No. 6025/769, dated 28th August 1895, on the subject of the proposed survey of a branch line from Podanur to Dindigul with an extension to Dharapuram, I have the honour to inform you that, desirable as this line is, the construction of the Calicut-Cannanore and Shoranur-Cochin lines will, in the opinion of the Government of Madras, be sufficient to be taken in hand during 1896, and that a further survey costing Rs. 60,000 seems

scarcely justified at present. Meantime, the deputation of a traffic officer would, I think, be desirable to make exhaustive inquiries into the prospects of traffic and the claims of the different towns to be served for the information of yourself, your Board, and this office.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Dept.
Dated—Madras, 19th December 1895, No. 872 R.

I am directed to forward, herewith, for the orders of the Government of India, a petition from the inhabitants of Dharapuram praying for the construction of a railway from Podanur to Dindigul.

2. In connection therewith, I am to forward copy of a letter from the Consulting Engineer for Railways, Madras, to the Agent and Manager, Madras Railway, No. 3624, dated 13th November 1895, and to state that in the opinion of His Excellency the Governor in Council, Dharapuram would probably be best served by a branch from the line between Podanur and Dindigul, but that the time has not yet arrived to undertake a detailed survey of this line.

From—The Secretary to the Government of India, Public Works Dept.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 13th January 1896, No. 49 R.C.

I am directed to acknowledge the receipt of your letter No. 872 R., dated 19th December 1895, forwarding, for orders, a petition from the inhabitants of Dharapuram in which they pray for the construction of a railway from Podanur, *viâ* Dharapuram, to Dindigul.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for a line of railway from either Palghat or Podanur to Dindigul, and to add that the views of the Government of India on a similar proposal submitted by the Madras Railway Company were conveyed to you in Public Works Department letter No. 1321 R.C., dated 25th October 1895.

Extract from a letter from—The Agent and Manager, Madras Railway.
To—The Board of Directors, Madras Railway Company.
Dated—Madras, 8th July 1896, No. 2263.

Proposed line from Podanur to Dindigul.

* * * * *

11. With paragraph 17 of my letter No. 2227, I forwarded copy of a communication from the Consulting Engineer, No. 3624, dated the 13th November last, in which it was suggested that a Traffic officer might be deputed to make exhaustive enquiries into the prospects of traffic, &c., of the proposed line from Podanur to Dindigul. In compliance with this suggestion Mr. J. L. Taylor, Assistant Traffic Manager, was deputed to undertake the duty, and I now forward, herewith, for the Board's information, six printed copies of the report submitted by him. It will be observed from the report that Mr. Taylor is strongly in favour of a line from Podanur to Dindigul with a branch line from Udamalpet to Dharapuram. The total length of the line including the branch is 118 miles, and the Acting Chief Engineer states that the approximate cost of making a detail survey will be Rs. 500 per mile or Rs. 59,000 for the whole project. I shall be obliged if the Board will kindly accord their approval to the undertaking of the work at the cost mentioned above. To enable me to apply for the sanction of the Government of India without loss of time, I beg to suggest that the approval of the Board may be communicated to me by telegraph. The words "Dindigul sanctioned" will be understood to signify what is required. It is proposed to undertake this survey during the next cold season if the Government approve. The recent favourable concessions offered by Government to planters and others in acquiring land on the Anamalai Hills, the produce from which will be tapped by the proposed line, will materially add to its traffic, and there is every prospect of this important extension proving a valuable addition to the Company's system.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 14th July 1896, No. 6025/604.

Adverting to correspondence ending with your letter No. 3624, dated 13th November 1895, I have the honour to inform you that, in compliance with the request contained in the latter part of the above letter, Mr. J. L. Taylor, Assistant Traffic Manager, was deputed to make exhaustive enquiries into the prospects of traffic on the proposed extension from Podanur to Dindigul, and I have now the pleasure to forward six copies of Mr. Taylor's printed report for your information.

2. It will be observed that Mr. Taylor recommends that the route to be followed should be from Podanur, through Pollachi, Udamalpet, Palni to Dindigul, the distance being 97 miles, with a branch from Udamalpet to Dharapuram, length 21 miles; or a total of 118 miles for the whole scheme.

3. The prospects of traffic are so highly spoken of that in the opinion of this office it is considered that a detail survey of this proposed extension should be undertaken during the next cold season. The Acting Chief Engineer estimates the cost of such a survey at Rs. 500 per mile or Rs. 59,000 for the whole project. The Board has been addressed on the subject, and requested to accord their sanction to the survey being undertaken, and as soon as I receive their reply, I will communicate with you with a view to soliciting the sanction of Government for the proposed outlay.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 30th November 1896, No. 9085/1074.

In continuation of this office letter No. 604, dated the 14th July last, I have the honour to enclose, for the information of the Government, ten printed copies of the Acting Chief Engineer's letter No. C /1395, dated the 30th October 1896, submitting an approximate estimate of the cost of a broad gauge line to Dindigul. The figures, it will be observed, are based on the particulars furnished by Mr. H. T. Geoghegan's report, a copy of which was kindly sent to me with your letter No. 3095, dated the 30th September 1896.

Enclosures.

From—The Chief Engineer, Madras Railway.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 30th October 1896, No. C./1395.

Your No. 6025/9379 of 23rd ultimo. Only one survey, as far as I know, has been made for a narrow gauge railway from Palghat to Dindigul by Mr. D'Closet under the supervision of Mr. H T. Geoghegan, a copy of whose report, dated April 1887, you have furnished me with, in which full particulars as to route followed, estimated cost, &c., will be found.

2. This metre gauge line ran from Palghat through the towns of Pollachi, Udamalpet, Dharapuram and Kallimandam to Dindigul, and was 108 miles long, estimated to cost Rupees 68,40,136, or Rs. 63,330 a mile. If the line were carried direct *viâ* Palni to Dindigul, its length and cost, as stated by Mr. Geoghegan, would be 101 miles and Rs. 63,95,353.

3. The question of the cost of a standard broad gauge line over the same country having a ruling gradient of 1/100, the quantities being taken from Mr. Geoghegan's section, has been investigated rather fully, as shown in the accompanying schedules, the result being that its cost will be Rs. 99,214 a mile, say a lakh a mile, if fenced throughout and laid with our standard type of permanent-way, having passenger platforms to standard 3′ 0″ high and 600 feet long, and goods platforms 3′ 6″ high with loop lines of standard length. The cost of all English materials has been taken with exchange at Rs. 17–8–0 per pound.

4. A line from Podanur to Dindigul, 97 miles long, would at this rate cost about 97 lakhs, while the cost of a branch from Udamalpet to Dharapuram, 21 miles, would be about 21 lakhs, or in all 118 lakhs. If Government type of permanent-way, flat-footed rails on wooden sleepers be used, the cost per mile would be reduced to Rs. 89,116 a mile, and a still further reduction could be made by omitting fencing which would bring the cost down to Rs. 86,016 a mile, and a still further reduction could be made by omitting passenger platforms.

5. I may point out, however, that the Government Inspecting officer in his last report desires that the K. G. F. Railway should be fenced throughout at once, and says that passenger platforms should be built on the Ennur branch; these were made 1′ 0′ high only, at, I understand, the express desire of Government for the sake of economy; so that it appears hardly safe to cut down expenditure too much in the first instance by lowering platforms and omitting fencing, &c.

Schedule of rates adopted in the estimate.

Items of work.	Per	Rate. Rs.	Remarks.
Preliminary expenses	1 mile.	550	Exchange Rs. 17–8–0 per £1
Land	1 acre.	50	
Earthwork in bank	1,000 c. ft.	8	
Do. in cutting, through rate	1,000 ,,	15	
Masonry in bridge	100 ft.	33	
Do. in arches	100 c. ft.	60	
Concrete	100 ,,	20	
Iron work in bridges	1 ton.	270	
Fencing	1 mile.	3,028	
Level-crossings	1 ,,	741	
Miles and gradient posts	1 ,,	40	
Electric telegraph	1 ,,	349	
Ballast	1,000 c. ft.	25	
Do. spreading	1,000 ,,	5	
Permanent-way	1 mile.	37,390	
Stations and offices	Mile.	2,956	
Workshops and stores	,,	1,000	
Staff quarters	,,	2,150	
Station machinery	,,	2,000	
Plant	Lump sum.	2,00,000	
Rolling-stock	Per mile.	11,000	
General charges	,,	7,500	

ESTIMATE OF PALGHAT-DINDIGUL RAILWAY.

(Based on Mr. Geoghegan's Section.)

General Abstract.

—	Total.	Cost per mile.	Remarks.
	Rs.	Rs.	
I. Preliminary expenses	59,400	550	Preliminary expenses are taken at the same rate per mile as on the West Coast surveys.
II. Land	1,56,000	1,444	Land widths are the same as those given in the Government standard dimensions. The cost of land has been taken at Rs. 50 per acre from the rates assumed by Mr. Geoghegan.
III. Formation	10,31,740	9,553	Bottom and top widths of cuttings and banks respectively, as also the slopes, are those allowed in Government standard dimensions, viz., cuttings 26′ at bottom slope 2 to 1, and banks 20′ wide at top with slopes 2 to 1.
IV. (1) Bridges (Major)	7,50,000	6,944	Major bridges are of 40′ and 60′ spans girders, open roadway, and no provision has been made for cart traffic. The minor bridges are mostly arched culverts, and the over-road bridges are estimated for under this head.
(2) Do. (Minor)	6,60,980	6,120	
V. (1) Fencing	3,27,024	3,028	Split rail standards with wire.
(2) Level crossing	80,000	741	
(3) Mile and gradient post.	4,320	40	
VI. Electric telegraph	37,685	349	
VII. (1) Ballast	4,96,481	4,597	26′ and 22′ per foot run have been taken for banks and cuttings respectively.
(2) Permanent-way	40,38,120	37,390	Permanent-way will be of the bull-headed steel rail type in use on the Madras Railway weighing 76 lb. per yard laid on C. I. pots with W. I. ties, gibs, &c.
VIII. Stations and buildings	..	..	A liberal number of buildings have been provided for at each station and workshops, store buildings and station machinery are amply provided for. Passenger platforms being 3′ high above rail level, 600′ long, and goods platforms 3′ 6″ high above rail level.
(1) Station and offices	3,19,248	2,956	
(2) Workshops and stores.	1,08,000	1,000	
(3) Staff quarters	2,32,200	2,150	
(4) Station machinery	2,16,000	2,000	
IX. Plant	2,00,000	1,852	A suitable allowance has been made for this item including plant for bridge erection.
XI. Rolling-stock	11,88,000	11,000	The figures for this item are mostly based on those of the estimates for the West Coast extension.
XII. General charges	8,10,000	7,500	The figures for this estimate have been derived from the estimates of the West Coast extension.
Length of line, 108 miles	1,07,15,198	99,214	
Alternative line *viâ* Palni, 100⅔ miles.	99,87,628	99,214	
Using Govt. type of perm.-way	..	89,116	
Do. do. and omitting fencing.	..	86,016	

Memorandum No. 12 C., dated 4th January 1897.

Copy forwarded to the Revenue Dept., with reference to page 7 of the report.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 18th January 1897, No. 51.

With reference to our conversation on January 14th regarding the construction and working of the Podanur-Dindigul Railway being given to the Madras Railway as compensation, in the event of the metre gauge extension between Erode and Nanjangode being undertaken, I have the honour to request that you will kindly place before Government the following argument against the adoption of this policy. The South Indian Railway suffers severely from its connection with the Madras Railway at Erode and Arkonam, as traffic, which would otherwise travel long distances over this line, is diverted to the broad gauge railway at these junctions. The shortest route to the country north of Guntakal from between Tuticorin and Tiruverambur is *viâ* Erode and from Budalur to Vandalur *viâ* Arkonam. The practical effect of these two branches is, therefore, to deprive the South Indian Railway of leads varying from 344 to 178 miles to the great advantage of the Madras Railway. A reference to the statistics of Indian Railways will show how this railway suffers from shortness of lead when compared with other lines having anything like the same open mileage. For example, during 1895, the average lead over the South Indian Railway was 65·77 against 114·76 miles on the Madras Railway. Under these circumstances, although the Madras Railway will suffer by the Erode-Nanjangode connection, I do not see that any compensation is due to them. They have for years past enjoyed advantages over this railway, and the proposed Erode-Nanjangode line should be considered more as compensation fairly due to the South Indian Railway than as a cause for placing further power in the hands of the Madras Railway and continuing the present inequality between the two systems. It has to be remembered that, owing to the restriction as to minima rates in force on this line, the Madras Railway being free in the matter can always beat us in competing for traffic.

Resolution of the Board of Revenue—Mis. No. 2543, dated 5th April 1897.

Read G.O., No. 237, Revenue, dated 16th January 1897.

At page 7 of his report on the Podanur-Dindigul extension, the Assistant Traffic Manager has stated, in reference to the traffic registered in 1892–93 at the traffic registration office on the Dharapuram-Palni road, that "although this return is supposed to be actual traffic to and from Dharapuram and Palni, the situation of the office would also take in traffic to and from Karur and Palni." As a matter of fact, the traffic to and from Palni and Karur was advisedly included for registration at the office referred to, which was placed at the junction of Palni and Dindigul roads. This office appears to be identical with that referred to by the Assistant Traffic Manager.

2. In the next paragraph the Assistant Traffic Manager speaks of an Indian maund as equal to 25 lb. The Indian maund mentioned in the trade statistics of this department is invariably 82⅔ lb. The term Indian maund is inapplicable to a maund of 25 lb. which is local to Madras only.

3. The figures given in the next two paragraphs differ from those given in the returns of road traffic for the station at the junction of the Palni and Dindigul roads as shown below. To show all the data the Board has added, for the information of the Traffic Manager, particulars for each of the three years during which traffic has been registered at this station :—

Items.	As per statement H of the Assistant Traffic Manager's report.	As per traffic returns received in the Board's office.					
		1892–93.		1893–94.		1894–95.	
		Long distance. Mds.	Short distance. Mds.	Long distance. Mds.	Short distance. Mds.	Long distance. Mds.	Short distance. Mds.
Goods, total maundage that passed up and down.	22,334 maunds of 25 lb.	177,498	19,851	346,174	53,356	394,914	51,517
Cattle, sheep and goats and horses.	No. 648	18,801	7,827	44,366	13,663	37,233	15,165
Passengers	,, 17,683	44,604	5,012	53,584	11,508	71,407	14,348

4. The Board is unable to understand whence the figures given by the Assistant Traffic Manager were obtained and would be obliged if the Traffic Manager could inform it of the source whence they were derived.

Endt. by the Consulting Engr. for Rys., Madras, dated 28th April 1897, No. 1469.

Copy forwarded to the Agent and Manager, Madras Railway, with the request that this office may be furnished with a copy of the Traffic Manager's reply to paragraph 4 of the Board's Proceedings.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 29th April 1897, No. 9085/412.

With reference to your endorsement No. 1469 of the 28th instant on Proceedings of the Board of Revenue, I have the honour to inform you that the Secretary of the Board of Revenue has been in communication with the Acting Traffic Manager on the subject, and I beg to enclose a copy of Mr. Taylor's letter of the 15th instant in which he explains how he obtained the figures quoted by him in his report and referred to in paragraph 4 of the Proceedings of the Board of Revenue. A copy of this letter has been furnished by the Acting Traffic Manager to the Secretary of the Board.

Enclosure.

From—The Assistant Traffic Manager, Madras Railway.
To—The Acting Traffic Manager, Madras Railway.
Dated—Arkonam, 15th April 1897, No. C. 26028.

Your C. 68122 of 13th instant. The statement was given to me, and I have the original with me, by the Chairman of the "Union Panchayat", who told me he got it from the records of the Tahsildar. So surprised was I at the return that I questioned the Tahsildar on the matter and he personally looked into the matter and returned the statement to me as correct. At the meeting of merchants I had at Dharapuram, which all the Government officials attended, I criticised almost every item in the return as absurd. For several days the Tahsildar tried to get a revised or different statement but was unable to do so; hence the one quoted was furnished as correct.

Endt. by the Consulting Engineer for Railways, dated 3rd May 1897, No. 1543.

Copy forwarded to the Secretary to the Board of Revenue with reference to paragraph 4 of Board's Proceedings, Mis. No. 2543, dated 5th April 1897.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 23rd July 1897, No. 753.

In continuation of my letter No. 745, dated 20th July 1897, I have the honour to inform you that I have received the following telegram from the Managing Director :—

"Even assuming some delay in commencing work, Board are willing to undertake *en bloc* the three lines Madura-Pamban, Palghat-Dindigul, British portion Tinnevelly-Quilon as integral portions of South Indian; also construct Travancore portion at cost and work same at 50 per cent., provided first two years maintenance charged to Capital. Communicate Government to ensure consideration Simla conference in August."

2. I presume this telegram is in reply to the message I wired at your request, and of which I sent you a copy in my letter above quoted, although it does not deal specifically with the matter raised in Government of India letter No. 837 R.C., dated 20th May 1897.

3. Will you kindly communicate the Board's telegram embodied in the first paragraph of this letter to the Government of India in time to admit of its consideration at the approaching railway conference.

Telegram from—The Joint Secy. to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 23rd July 1897, No. 17 B.

Your wire 1192 R.C., fourteenth instant. Agent, South Indian, has received following wire from Board: (*See* ante, F.J.E.S.) Views of this Government shall be communicated as early as possible.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 5th August 1897, No. 533 R.

In my letters Nos. 530 R. and 532 R. of this date, I have addressed you on the subject of the Madura-Pamban and Tinnevelly-Quilon references in the accompanying copy of a letter from the Agent of the South Indian Railway, No. 753, dated the 22nd July 1897. I am now desired to address you on the subject of the Palghat-Dindigul reference. My telegram No. 17 B., dated the 23rd July 1897, will have already put you in possession of the substance of the company's offer.

2. This Government is not in a position to consider the question of the agency to which the Palghat-Dindigul Railway should be entrusted in time for the approaching conference. Neither is the time ripe for such consideration, for it seems scarcely possible that this particular line can under any circumstance find a place for early construction in the railway programme for all India, which is referred to in the budget discussion in the *Gazette of India*, Part IV, of the 27th March 1897, and in the Hon'ble Mr. Trevor's memorandum.

3. As the Government of India are doubtless aware the Madras Railway Company are strong competitors with the South Indian Railway Company for the concession to make and work this branch. The recent relaxation of the restrictions which made it undesirable that the Madras Railway Company should raise debentures also make it possible that, on due consideration of the course of trade, it may be thought wiser to entrust it to them. There seems to be some reason to believe that the tendency of the flow of trade is towards the West Coast ports; and, with the early extension of the Madras Railway system to Cannanore, and later perhaps to Cochin, this tendency may in time become emphasized.

4. Again there are other considerations, viz., the comparative unimportance of a break of gauge as a toll upon traffic as compared with the advantages of a cheap metre gauge line and the possibility of its being found advisable to complete the through metre connection with Nanjangode *viâ* Dindigul, Podanur, Mettupalaiyam and Satyamangalam instead of *viâ* Erode. These and other considerations require looking into, and the case cannot therefore be ready for presentation to the Government of India for some time to come.

5. The Madras Railway Company have now again sent in a very strong remonstrance against any concession being made to the South Indian Railway Company for the Erode Satyamangalam branch on the grounds that a Nanjangode connection will tap traffic now coming on their line at Bangalore to such an extent that they, or rather their State guarantors, will be losers to the extent of ten lakhs per annum. This matter, when thoroughly enquired into, shall form the subject of a separate communication, but the fact that it has some bearing upon the question of the best agency for the construction of an extension north-west from Dindigul is of influence with this Government in causing it to desire to defer the consideration of the Palghat-Dindigul connection for the present.

* * * * *

7. I am, therefore, instructed to recommend that the South Indian Railway Company's offer, in so far as it concerns the Palghat-Dindigul section, should be refused for the present but without prejudice, as it may perhaps be thought fit to re-open the question hereafter.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 16th September 1897, No. 9085/898.

Adverting to my letter No. 9096/654, dated 12th July 1897, I have the honour to forward a copy of a petition received this day from the merchants and ryots of Dharapuram taluk, urging the early construction of the proposed extension from Palghat or Podanur to Dindigul by this company.

In paragraph 3 of the petition it is stated that if the Madras Railway Company are not disposed to construct this link, overtures will be made to the South Indian Railway for the construction of a branch line from Dharapuram to Karur, a station on that company's system.

Attention is invited to the fact that this company have already requested the Government to favourably consider their application to undertake the Podanur-Dindigul extension, and I shall be glad to learn, with reference to your letter No. 2567 of 7th August 1897, if the Government are now prepared to express their views on the subject of this project.

Enclosure.

Petition from—D. R. Ramachandra Rao and others.
To—The Agent and Manager, Madras Railway Company.
Dated—

We, the undersigned merchants and ryots of Dharapuram taluk, in Coimbatore district, most respectfully and humbly beg to bring to your honour's kind consideration the following few lines hoping that we may be blessed with success:—

1. We have been corresponding with your department and with Government of India and that of Madras for about twelve years about the urgent necessity of constructing a branch line of railway from Podanur or Palghat to Dindigul through *Dharapuram*, fully explaining the many advantages and benefits to be derived from the heavy goods and passenger traffics of the said Dharapuram which was once the seat of a District Collector and a Judge and which still retains its importance in traffic, etc., though it is now a taluk having a population of about 15,000 with a large area of wet cultivation. People residing in Mysore and other places also own lands in this place. To ascertain the above facts the Madras Government, at the early part of the current year, deputed Mr. Taylor, the Assistant Traffic Manager at Arkonam, who accordingly came and stationed here for many days and took notes personally visiting many important places through which the proposed line might be taken. We hear that he has submitted to the Government through your honour a very elaborate and favourable report about the proposed line to be taken through Dharapuram with a branch line from Dharapuram to Tiruppur through Palladam taluk. In this case, the line touches the most important taluks, *i.e.*, Pollachi, Udumalpet, Dharapuram, Palni and Palladam which are undoubtedly fit for opening the first-class stations on the point of heavy traffics. To our repeated memorials and petitions to Government and to your department and lastly to the Assistant Traffic Manager's report, no definite answers have as yet been received.

2. But, however, the Government of India, in their letter Public Works Department No. 49 R.C., dated 13th January 1896, replied that they agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for the proposed line. We now urge that it is high time for your honour at present scarcity to order to begin the construction of the same and the people in general would find easily their means of sustenance at a time when the living is too dear, so that we may be relieved of difficulties and inconveniences we have been experiencing for a long time for want of a railway communication in this important place. We further beg to bring to your honour's notice that the Government, at our request, has recently opened a Telegraph line to this place which is working in a very satisfactory manner.

3. If your honour is not inclined to undertake the said line, we are going to move the matter in the South Indian Railway Company in order to open a branch line to Dharapuram from Karur through which station most of the Madras goods have now been received here at a cheaper rate.

4. Under these circumstances, we most respectfully and humbly pray your honour will be pleased to issue necessary orders to begin the work of the line in question in preference to any other as soon as possible and put an end to our long felt grievances.

5

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 22nd October 1897, No. 1746 R.C.

I am directed to acknowledge the receipt of your letters marginally quoted, on the subject of the proposals of the South Indian Railway Company, for the construction and working of the following proposed railways:—

No. 530 R., dated 5th August 1897.
„ 532 R., „ 5th „ „
„ 533 R., „ 5th „ „

(1) Madura-Pamban, 100 miles in length, and estimated to cost Rs. 42 lakhs.

(2) Tinnevelly-Quilon—British section 45 miles, Rs. 24 to 25 lakhs. Travancore section, 58 miles, Rs. 76 lakhs.

(3) Palghat-Dindigul, 115 miles in length, and estimated to cost Rs. 85 lakhs.

2. The proposals of the Board of the South Indian Railway Company contemplate the undertaking *en bloc* of the three lines, Madura-Pamban, Palghat-Dindigul and the British portion of the Tinnevelly-Quilon as integral parts of that company's system. The Board are also willing to construct the Travancore section of the Tinnevelly-Quilon Railway at actual cost and work it on behalf of the Travancore Durbar for 50 per cent. of the gross receipts, provided that the cost of maintenance for the first two years after opening is charged to Capital.

* * * * *

5. Lastly, as regards the Palghat-Dindigul line, the Government of Madras recommend, for the reasons advanced in your letter No. 533 R., dated 5th August 1897, that the offer of the South Indian Railway Company in so far as it concerns this project should be refused for the present, but without prejudice to the re-opening of the question of its construction hereafter.

6. I am now to inform you that these proposals of the South Indian Railway Company and the views of the Government of Madras thereon, have been carefully considered by the Government of India, together with the recommendations of the railway conference which has just concluded its sittings at Simla under the Presidency of His Excellency the Viceroy.

7. I am to say that while the Government of India are fully aware of the advantages offered by the proposals of the South Indian Railway Company, which are supported by the Government of Madras, for constructing the branch lines connected with the South Indian Railway in British territory as integral parts of that railway, His Excellency the Governor-General in Council desires to again impress on the Government of Madras and upon the South Indian Railway Company that, having regard to the existing engagements of the Government of India which have received the approval of Her Majesty's Secretary of State, there is no prospect whatever of all the lines referred to in this correspondence being included in the ordinary programme of railway construction for the next two years.

* * * * *

10. With the foregoing explanatory remarks, I am to communicate the decision of the Government of India upon the collective proposals submitted by the Board of the South Indian Railway Company, in their telegram of July 1897 to their Agent (a copy of which was received with the latter's letter No. 753, dated 22nd July 1897), for dealing *en bloc* with the three lines—

11. *Palghat-Dindigul.*—The Government of India, while disposed to favour the construction of a metre gauge rather than a standard gauge railway through that district, are unable at present to pass any orders in regard to this scheme which requires careful consideration in many aspects and in the light of information not yet available.

* * * * *

Proceedings of the Board of Revenue, dated 2nd July 1897, Mis. No. 4802.

Read again, Board's Proceedings, dated 12th May 1897, Mis. No. 3331.

Read—The following letter from the Tahsildar of Dharapuram.
To—The Collector of Coimbatore.
Dated—8th June 1897, Dis. No. 1107-Qer.

With reference to your order N.Q.O.C. No. 1830-A/Qer. of 1897, dated 19th May 1897, I beg to report that in the year 1892–93 the traffic on road leading from Karur to Pollachi *viâ* Dharapuram at the junction with the roads from Karur to Palni and Dindigul was registered. The traffic from Karur to Dindigul and Palni and from Pollachi to Dindigul and Palni and *vice versâ* were registered.

In December 1895 the President, District Board, Coimbatore, ordered to furnish a statement showing the traffic to and from Palni registered at Dharapuram during the year 1892–93. The statement giving the above information was prepared and submitted to him on the 12th January 1896. The other traffics have been omitted in the above statement as those were not required by him. This statement was given to the Union Chairman, Dharapuram, for some information at his request. It seems that when Mr. Taylor, Assistant Traffic Manager, had come to Dharapuram, the above statement was given to him by the Union Chairman.

So I beg to report that the discrepancy between the figures given by the Union Chairman and that by the Board is due to the non-inclusion of the traffic of other roads.

Read—also the following endorsement thereon from the Collector of Coimbatore.
Dated—16th June 1897, Ref. on C. No. 1830 (*c*) Rev.

Forwarded to the Secretary to the Commissioner of Revenue Settlement, Land Records and Agriculture, Madras, with reference to its Proceedings, Mis. No. 3331, dated 12th May 1897. The explanation of the Union Chairman has not yet been received. A reminder has been sent to him to expedite its transmission, and it will be submitted on its receipt. The Assistant Traffic Manager's report is returned.

Board of Revenue Resolution—Mis. No. 4802, dated 2nd July 1897.

Recorded, pending the receipt of the Union Chairman's explanation promised by the Collector.

2. The Dharapuram Tahsildar should be asked to submit an explanation with reference to the statements concerning him in paragraphs 2 and 4 of the Assistant Traffic Manager's letter No. C. 26028, dated 15th April 1897, read in the Board's Proceedings quoted above. The Tahsildar should also be asked to explain why the maundage in the statement furnished by him to the President, District Board, Coimbatore, is given in terms of the Madras maund of 25 lb. as stated by the Assistant Traffic Manager instead of the Indian maund of $82\frac{2}{7}$ lb. which is alone adopted in this department for the purposes of the road traffic registration.

Proceedings of the Board of Revenue, dated 23rd July 1897, Mis. No. 5713.

Read the following letter from the Chairman, Dharapuram Union.
To—The Collector of Coimbatore.
Dated—16th June 1897.

In reply to your memo., Ref. on C. No. 1830 B., dated 31st May 1897, I have the honour to submit that the figures referred to in column 2 of the statement attached to the memorandum under reply do not seem to have been given by me under my signature and that they were given by the merchants on a rough estimate with no accounts to support the figures.

Read--also the following endorsement thereon from the Collector of Coimbatore.
Dated—23rd June 1897, Dis. No. 2161/Rev.

Submitted to the Secretary to the Commissioner of Revenue Settlement, Land Records and Agriculture, Madras, in continuation of this office R.O.C. No. 1830 C. Rev. of 1897, dated 16th June 1897.

Board of Revenue Resolution—Mis. No. 5713, dated 23rd July 1897.

Recorded, pending the receipt of the further explanation from the Tahsildar of Dharapuram called for in Board's Proceedings, dated 2nd July 1897, Mis. No. 4802 (copy attached).

Proceedings of the Board of Revenue, dated 22nd September 1897, Mis. No. 7787.

Read—again Board's Proceedings, dated 5th April 1897, Mis. No. 2543.

Read—again Board's Proceedings, dated 23rd July 1897, Mis. No. 5713.

Read—also the following letter from the Tahsildar of Dharapuram to the Collector of Coimbatore, dated 28th August 1897, Dis. No. 1846/Rev.

With reference to your endorsement Ref. on Cur. No. 159/B. and G. of 1897, dated 12th July 1897, I beg to explain as follows :—

2. The order calling for the statement under reference was received from the President, District Board, in December 1895, and my predecessor who was then in office gave instructions for the preparation of it. The statement was then compiled by one Venkataramaier, the late traffic clerk, who was then at Kangayam, and submitted to the President, District Board, when replying to your memorandum, Ref. on Cur. No. 1830-A./Rev. of 97, dated 19th May 1897, I had to see the statement. It was found to contain figures relating to the traffic that was carried from Dharapuram to Palni and *vice versâ*. This fact was reported to you in my letter No. 1107/Rev., dated 8th June 1897.

3. This statement was not furnished by me to the Assistant Traffic Manager Mr. Taylor, but the Union Chairman who took it from this office for some information appears to have handed over the same to that gentleman when he had been here.

4. Mr. Taylor when he came here, last year, convened a large meeting of merchants, &c., with the help of the Chairman and explained to them the object of his visit to the place. I was also asked by him to be present at the meeting and he then showed me the statement and said that the figures given therein were not correct. I was unable to explain the inaccuracy, or otherwise of the figures and stated that I could not check the figures without the help of the person who compiled it from the traffic registers. Thereupon, Mr. Taylor said it was all right and that he could go on without it. So I thought he did not want anything further to be done with the statement. To the best of my memory he never wanted from me a revised statement and if he had wished to have one, he could have written to me ; I have not received any letter from him on the subject.

5. The maundage in the statement was given in Indian maunds of 82⅔ lb. and not in Madras maunds of 25 lb. as stated by the Assistant Traffic Manager as would appear from the foot-note to the statement furnished to the President, District Board.

Read—also the following endorsement thereon from the Collector of Coimbatore, dated 2nd September 1897, Dis. No. 3039/Rev.

Submitted to the Secretary to the Commissioner of Revenue Settlement, Land Records and Agriculture, Madras, with reference to its Proceedings, Mis. No. 4802, dated 2nd July last.

Resolution—Mis. No. 7787, dated 22nd September 1897.

From the correspondence read above it appears that the Assistant Traffic Manager, Madras Railway, obtained incomplete figures from an informal source and misinterpreted the information he obtained, by calculating a maund at 25 lb. instead of 82⅔ lb.

2. Complete statistics of traffic having been already furnished to the Traffic Manager, Madras Railway, there is no need of any further action.

Endorsement of the Revenue Department.
Dated—14th October 1897, Mis. No. 5347.

Transferred to the Public Works Department (Railway Branch), in continuation of endorsement No. 1963, Revenue, dated 10th April 1897.

Order.—No. 871 R., dated 28th October 1897.

Recorded.

Read the following papers :—

Memorandum from—The Joint Secretary to the Govt., of Madras P.W.D., Ry. B.
To—The Secretary to Government, Revenue Department.
Dated—Ootacamund, 29th July 1897, No. 967 D.

The undersigned has the honour to request that the Revenue Department will kindly ascertain from the Collectors of Malabar, Coimbatore and Madura the route which the produce of the country around Dindigul is likely to take, whether towards Madras or to Calicut, Cannanore and Cochin, in the event of the Palghat or Podanur-Dindigul railway being constructed.

Proceedings of the Board of Revenue, dated 3rd November 1897, Mis. No. 8885.

Read—again Board's Proceedings, Mis. No. 6065, dated 3rd August 1897, forwarding to the Collectors of Malabar, Coimbatore and Madura, for very early report, G.O., Mis. No. 3972, dated 30th July 1897.

Read—again Board's Proceedings, Mis. No. 6735, dated 23rd August 1897, recording, the following letter from the Collector of Malabar, No. 1991/Pub., dated 16th August 1897 :—

In reply to Board's Proceedings, Mis. No. 6065, dated 3rd instant, I have the honour to state that it is very difficult for me in this district to express an opinion. I have ascertained from the stationmaster at Calicut that we get very little from Dindigul at present except cigars. But in view of the fact that Dindigul will be brought much nearer to Calicut by the opening of the proposed railway than it is to Madras, it is only reasonable to suppose that a considerable portion of the goods now sent to Madras from Dindigul for transhipment by sea will then be sent to Calicut.

Read—again Board's Proceedings, Mis. No. 7617, dated 14th September 1897, recording with remarks the following letter from the Collector of Coimbatore, dated 9th September 1897, Ref. on C. No. 115 K./B. & G. :—

With reference to Board's Proceedings, Mis. No. 6065, dated 3rd August 1897, I have the honour to report that in the event of the Palghat or Podanur-Dindigul railway being constructed, the produce of the portion of this district nearest to Dindigul is likely to take the route towards the northern and eastern districts except a few products, such as chillies, tobacco, cotton and ghee, which will be taken towards Calicut, Cannanore and Cochin.

Read—also the following letter from the Collector of Madura.
Dated 29th October 1897, Dis. No. 4088.

In reply to the Board's Proceedings, Mis. No. 6065, dated the 3rd August 1897, I have the honour to state that the route which the produce around Dindigul will take, in the event of the Palghat or Podanur-Dindigul railway being opened, is towards Calicut. The distance from Dindigul to Madras *viâ* Cuddalore is 306 miles by rail and *viâ* Erode to Calicut is 316 miles. If the proposed railway is constructed, the distance between Dindigul and Calicut will be reduced to nearly 180 miles and, as Calicut becomes the nearest port for the articles exported from Dindigul to Europe, much of the produce around Dindigul now sent to Europe *viâ* Madras and Tuticorin will go by the new line to Calicut. Very little information could be obtained from the railway station as to present traffic, but the chief articles now sent to Madras which may be expected to be diverted to Calicut are hides, skin and cigars. Coffee will go to Calicut and also, probably, much of the grain for Bombay that now goes *viâ* Tuticorin.

Board of Revenue Resolution—Mis. No. 8885, dated 3rd November 1897.

The papers read above will be submitted to Government, Revenue Department, with reference to its order, Mis. No. 3972, dated 30th July 1897.

Endorsement of the Revenue Department, dated 12th November 1897, No. 2077, Revenue.

Forwarded to the Public Works Department, Railway Branch, with reference to its memo., No. 967 D., dated 29th July 1897.

Order—No. 1021 R., dated 23rd November 1897.

Recorded.

Order—No. 1031 R., dated 25th November 1897.

The Government of India will be addressed with regard to the Palghat or Podanur-Dindigul Railway.

From—The Joint Secretary to the Government of Madras, P.W.D., Ry .Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 25th November 1897, No. 1032 R.

I am directed to acknowledge the receipt of your letter, No. 1746 R.C., dated the 22nd October 1897, and in reply to those parts of it, which refer to the Palghat or Podanur-Dindigul line, to convey the acceptance of His Excellency the Governor of Madras in Council of the Government of India's decision to defer for the present the passing of orders in regard to this scheme.

2. Meanwhile enquiries are in progress as to the course of trade in the districts interested, and when the proper time arrives for re-opening the question of the construction of a railway, sufficient evidence will, it is hoped, be forthcoming to prevent a mistake being made.

Read also the following papers :—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 10th January 1898, No. 9085/28.

With reference to correspondence on the subject of the proposed Podanur-Dindigul extension ending with my letter No. 9085/898 of the 16th September last, I have the honour to enquire if the Government will sanction the making of a survey of the proposed line by this company and whether, if sanction is given, the estimates are to be prepared for a line on the metre or standard gauge.

If the extension is constructed on the metre gauge system, the question of converting the line between Podanur and Mettupalaiyam from standard to metre gauge may require consideration.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 22nd April 1899, No. 9085/465.

With reference to my letter No. 9085/28, dated the 10th January 1898, I have the honour to state that as the Government of India has decided that the standard gauge line between Podanur and Mettupalaiyam is not to be disturbed I now again raise the question for constructing a line of railway to Dindigul on either the standard or metre gauge as the Government may direct. Possibly political reasons may demand a standard gauge railway to Pamban, and in this case the construction of the standard gauge link from Podanur to Dindigul may be so much added to the through length of standard gauge connection between Peshawar and Pamban and Ceylon.

So long as we work the Nilgiri branch on the standard gauge, it would undoubtedly lead to economy if trains could run through between Mettupalaiyam and Dindigul.

The Madras Railway is willing to lay down either a standard or metre gauge line between Podanur and Dindigul and to raise money by debentures for paying for such a line if it is the wish of the Government of India that the agency of the Madras Railway be used.

The territory we claim is in the sphere of the Madras Railway and we hope that the interests of the Madras Company will not be overlooked.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 28th April 1899, No. 10/O.

I have the honour to acknowledge the receipt of your letter No. 9085/465, dated 22nd April 1899, suggesting that the Madras Railway Company should propose to make the Podanur-Dindigul Railway on either the standard or the metre gauge as Government may direct.

2. You are wrong in thinking that the Government of India has decided that the standard gauge line between Podanur and Mettupalaiyam is not to be disturbed. At least nothing is known here of any such decision.

The only reference to their conclusion on the subject of the West Podanur metre gauge extension and conversion policy which has yet reached me is contained in the Government of India's telegram ordering that *with a view to conversion hereafter*, the Calicut-Baliapatam branch is to be constructed as economically as possible.

I can only opine, though as yet there are no official grounds for that opinion, except the instructions just referred to, that this Government's conversion and extension scheme is accepted as a scheme to be brought into force on the completion of the existence of the present Madras Railway Company in 1907.

Read—also the following letter from the Collector of Madura.
Dated 29th October 1897, Dis. No. 4088.

In reply to the Board's Proceedings, Mis. No. 6065, dated the 3rd August 1897, I have the honour to state that the route which the produce around Dindigul will take, in the event of the Palghat or Podanur-Dindigul railway being opened, is towards Calicut. The distance from Dindigul to Madras *viâ* Cuddalore is 306 miles by rail and *viâ* Erode to Calicut is 316 miles. If the proposed railway is constructed, the distance between Dindigul and Calicut will be reduced to nearly 180 miles and, as Calicut becomes the nearest port for the articles exported from Dindigul to Europe, much of the produce around Dindigul now sent to Europe *viâ* Madras and Tuticorin will go by the new line to Calicut. Very little information could be obtained from the railway station as to present traffic, but the chief articles now sent to Madras which may be expected to be diverted to Calicut are hides, skin and cigars. Coffee will go to Calicut and also, probably, much of the grain for Bombay that now goes *viâ* Tuticorin.

Board of Revenue Resolution—Mis. No. 8885, dated 3rd November 1897.

The papers read above will be submitted to Government, Revenue Department, with reference to its order, Mis. No. 3972, dated 30th July 1897.

Endorsement of the Revenue Department, dated 12th November 1897, No. 2077, Revenue.

Forwarded to the Public Works Department, Railway Branch, with reference to its memo., No. 967 D., dated 29th July 1897.

Order—No. 1021 R., dated 23rd November 1897.

Recorded.

Order—No. 1031 R., dated 25th November 1897.

The Government of India will be addressed with regard to the Palghat or Podanur-Dindigul Railway.

From—The Joint Secretary to the Government of Madras, P.W.D., Ry .Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 25th November 1897, No. 1032 R.

I am directed to acknowledge the receipt of your letter, No. 1746 R.C., dated the 22nd October 1897, and in reply to those parts of it, which refer to the Palghat or Podanur-Dindigul line, to convey the acceptance of His Excellency the Governor of Madras in Council of the Government of India's decision to defer for the present the passing of orders in regard to this scheme.

2. Meanwhile enquiries are in progress as to the course of trade in the districts interested, and when the proper time arrives for re-opening the question of the construction of a railway, sufficient evidence will, it is hoped, be forthcoming to prevent a mistake being made.

Read also the following papers :—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 10th January 1898, No. 9085/28.

With reference to correspondence on the subject of the proposed Podanur-Dindigul extension ending with my letter No. 9085/898 of the 16th September last, I have the honour to enquire if the Government will sanction the making of a survey of the proposed line by this company and whether, if sanction is given, the estimates are to be prepared for a line on the metre or standard gauge.

If the extension is constructed on the metre gauge system, the question of converting the line between Podanur and Mettupalaiyam from standard to metre gauge may require consideration.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 22nd April 1899, No. 9085/465.

With reference to my letter No. 9085/28, dated the 10th January 1898, I have the honour to state that as the Government of India has decided that the standard gauge line between Podanur and Mettupalaiyam is not to be disturbed I now again raise the question for constructing a line of railway to Dindigul on either the standard or metre gauge as the Government may direct. Possibly political reasons may demand a standard gauge railway to Pamban, and in this case the construction of the standard gauge link from Podanur to Dindigul may be so much added to the through length of standard gauge connection between Peshawar and Pamban and Ceylon.

So long as we work the Nilgiri branch on the standard gauge, it would undoubtedly lead to economy if trains could run through between Mettupalaiyam and Dindigul.

The Madras Railway is willing to lay down either a standard or metre gauge line between Podanur and Dindigul and to raise money by debentures for paying for such a line if it is the wish of the Government of India that the agency of the Madras Railway be used.

The territory we claim is in the sphere of the Madras Railway and we hope that the interests of the Madras Company will not be overlooked.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 28th April 1899, No. 10/O.

I have the honour to acknowledge the receipt of your letter No. 9085/465, dated 22nd April 1899, suggesting that the Madras Railway Company should propose to make the Podanur-Dindigul Railway on either the standard or the metre gauge as Government may direct.

2. You are wrong in thinking that the Government of India has decided that the standard gauge line between Podanur and Mettupalaiyam is not to be disturbed. At least nothing is known here of any such decision.

The only reference to their conclusion on the subject of the West Podanur metre gauge extension and conversion policy which has yet reached me is contained in the Government of India's telegram ordering that *with a view to conversion hereafter*, the Calicut-Baliapatam branch is to be constructed as economically as possible.

I can only opine, though as yet there are no official grounds for that opinion, except the instructions just referred to, that this Government's conversion and extension scheme is accepted as a scheme to be brought into force on the completion of the existence of the present Madras Railway Company in 1907.

3. As the country which would be tapped by a feeder to the Madras Railway from Podanur through Pollachi, Udamalpet and Palni (within the Madras Railway's sphere of influence) is in my opinion fit for a metre and not for a standard gauge railway, no proposal is likely to have my support unless it is for a metre gauge line. Whether such a line should go through to Dindigul, or to Dharapuram, or only to Palni, is a matter for you to think out; but so far as I can judge I think you would be wise to propose at first not to enter the sphere of influence of the South Indian Railway at all. Such a branch, if 60 miles in length, might be worked by you just as the Cochin line would be worked.

4. It seems to me that the communications which have already passed between you and your Board on the subject of your undertaking metre branches rather than that they should fall into the hands of the South Indian Railway Company would warrant you in now making a straight proposal about making the Podanur-Palni (or Podanur-Dharapuram) branch on the metre gauge. Mr. Taylor's report and previous surveys ought to enable you to come forward with proposals very soon. There are many economic reasons why this branch should go on simultaneously with the Cochin and Cannanore branches.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways. Madras.
Dated—Madras, 4th July 1899, No. 9085/797.

With reference to your letter No. 10/O. of the 28th April last, I have the honor to inform you that I addressed my Board on the subject on the 10th May. Copy of my letter enclosed and I beg to send you a copy of the reply I have received, paragraph 18 of letter No. 997 of the 2nd ultimo. It will be observed that the Board intend considering the subject carefully in due course, and upon hearing further from them I will communicate again with you.

Enclosure No. 1.

Extract from a letter from—The Agent and Manager, Madras Railway Company.
To—The Secretary to the Board of Directors.
Dated—10th May 1899, No. 2411.

21. *Proposed line from Podanur to Dindigul.*—With reference to paragraph 15 of letter No. 2409, with which I forwarded to you a copy of my letter to the Consulting Engineer, No. 465, dated the 22nd April 1899, in regard to the construction of a line of railway from Podanur to Dindigul either on standard or on metre gauge, I now beg to enclose, for the instructions of the Board, a copy of the Consulting Engineer's reply, No. 10/O., dated the 28th ultimo. I invite the Board's attention in connection with this subject to paragraph 15 of their letter No. 970 and to previous correspondence.

As the Board are aware, it was originally proposed to extend the standard gauge system from Podanur to Dindigul, the line being regarded as an extension of the Mettupalaiyam-Podanur branch, and it being regarded as an economical measure to work engines and trains through between Mettupalaiyam and Dindigul.

Later, under the scheme of conversion suggested by the Madras Government, the Podanur and Dindigul line, it was proposed to construct as a metre gauge line. It is understood that there is a proposal now under consideration for extending the standard gauge to Pamban, to connect with the Ceylon standard gauge, placing the important naval base at Trincomallee in direct communication with the Indian standard gauge system.

The Board have now to consider whether the Podanur and Dindigul lines should be laid on the standard or metre gauge; and if on the standard gauge, whether it is prepared to extend the standard gauge system still further east to Pamban, or whether an alternative system of reconverting the Erode-Trichinopoly line as a standard gauge system and extending the same system to Pamban commends itself in preference to laying a standard gauge line between Podanur and Dindigul.

I have not received an official advice of the proposal with regard to the Erode-Pamban standard gauge line, but I have been informed that some such proposal has been put forward for consideration; and before I can move in the matter here, I desire to know what the Board's wishes are.

Enclosure No. 2.

Extract from a letter from—The Secretary to the Board of Directors.
To—The Agent and Manager, Madras Railway Company.
Dated—2nd June 1899, No. 997.

18. *Proposed line from Podanur to Dindigul.*—Adverting to paragraphs 15 of 2409 and 21 of 2411 with which you enclose for the instructions of the Board copy of correspondence with regard to the proposed construction of a line of railway from Podanur to Dindigul, I am to inform you that they find it difficult to express a decided opinion in respect to this proposed line, until the question of gauge is decided by the Government of India.

The Board will bear the subject in mind, however, and consider it carefully in due course.

Order—No. 875 Ry., dated 8th August 1899.

The papers read above will be recorded.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Consulting Engineer for Railways.
" Examiner, Railway Accounts.
" Agent and Manager, Madras Railway.

Exd. T.K. Narayana Aiyangar.

Note prepared for H.E. the Governor proceeding on tour on 16th March 1891.

56

Palghat-Dindigul Railway.

General history of the project.—The construction of a branch line to connect Dindigul with some point on the Madras Railway, west of Erode, was first brought forward in a note by the Consulting Engineer for Railways, No. 216, dated 16th July 1869. At that time the route to be followed by the southern extension of the South Indian Railway was not decided, but, on the assumption that the line would be taken to Madura direct, the suggestion was advanced that a branch should be constructed from Madura to Coimbatore through Dindigul. The Consulting Engineer's report was not disposed of until the route to be followed by the southern extension had been fixed to be from Trichinopoly *viâ* Dindigul to Madura, when the branch line from Dindigul was recommended for the Government of India's favorable consideration. In reply, the Local Government was referred to para. 9 of Secretary of State's despatch No. 75 R., dated 13th July 1871, and was informed that nothing then advanced called for a reconsideration of that official's views that "there must be far stronger reasons than have yet been adduced for encircling with railway communication a tract not 90 miles in length by 60 miles in width."

In G.O., No. 718 R., dated 28th November 1877, the Collectors of Malabar, Coimbatore and Madura were called on for opinions as to route and probable remunerative results and were directed to furnish statistics, reports, &c. Their replies are embodied in G.O., No. 750 R., dated 8th August 1878, and on them His Grace the Governor decided that, though the line was of great local importance, construction should stand over.

In 1883 a Mr. Bearcy applied to the Secretary of State for certain concessions and offered to construct the line. This proposal was declined (G.O., No. 1438 R., dated 14th December 1883). Mr. Bearcy then made another application which was refused by Secretary of State (G.O., No. 1106 R., dated 19th November 1884). In 1885, the Engineer-in-Chief, Madras State Railway Surveys, was called on to prepare a preliminary report and estimate which was submitted in 1887. In G.O., No. 127 R., dated 17th February 1888, the Government of India, in compliance with its request, was furnished with the views of the Board of Revenue on the line, having regard to its famine protective capabilities. In His Excellency the Governor's minute, embodied in G.O., No. 188 W., dated 17th January 1888, reference is made in para. 18 to this line, where His Excellency "was not in a position to hold out hopes that funds would be available within any reasonable period;" the Consulting Engineer notes regarding this paragraph—"The Government of India have stated that they can promise no financial support."

In letter No. 466, dated 11th May 1888, embodied in G.O., No. 467, dated 7th June 1888, the Agent and Manager, Madras Railway, instructed by his Board, submitted, among other proposals, one to construct and work a line from Pálghat *viâ* Polláchi to Dindigul on either gauge at the option of Government. The Local Government in G.O., No. 467 R., dated 7th June 1888, when dealing with these proposals, ordered that the surveys and estimates previously prepared should be handed over to the Madras Railway with a view to the preparations of estimates for the broad gauge, the break being at Dindigul and not at Pálghat. Government further considered the line desirable, but questioned its financial prospects proving favorable. The Government of India in letter No. 282 R.C., dated 10th April 1889, decided that the proposed extensions must be deferred until more favorable conditions can be proposed for their construction. In relation to certain new works at Pálghat station, it was suggested to the Government of India in letter No. 1285 R., dated 28th August 1890, that the time had now come for deciding the gauge of the Pálghat-Dindigul Branch. The Government of India deferred giving a decision until the new station at Pálghat is actually contemplated.

18

2. *Object of the line.*—The Pálghat-Dindigul Branch, if constructed, would serve the double object of a famine protective and a possibly remunerative line. It would traverse the taluks of Pálghat, Polláchi, Udamálpet, Dhárápuram, Palni and Dindigul, the four latter of which suffered severely during the famine of 1877-78, the deaths registered among persons under gratuitous relief varying from 1,045 in Dhárápuram to 2,894 in Polláchi.

3. The following statement, showing the areas and population of the taluks which would be traversed by the line, is extracted from the Board of Revenue return embodied in G.O., No. 127 R., dated 17th February 1888 :—

Taluk.	Collectorate.	Area.	Population.
		SQ. MILES.	
Pálghat	Malabar	613	342,454
Polláchi	Coimbatore	710	172,909
Udamálpet	Do.	583	128,640
Dhárápuram	Do.	835	226,270
Palni	Madura	910	192,290
Dindigul	Do.	1,071	337,470

4. The taluk of Polláchi, situated in the extreme southwest of Coimbatore district, is noted for its fertility, climate, and scenery. At Polláchi town, containing 5,082 inhabitants, a large weekly market is held. Cloth, brass, copper vessels, rice and pepper are brought from Malabar and cotton, tobacco, chillies, gram, &c., are exported in return.

5. The town of Udamálpet is a small seat of trade, but thousands of carts laden with cotton from the southern taluks of Coimbatore pass through on their way to Tinnevelly during the season.

6. The town of Dhárápuram is situated within a few hundred yards of the Amarávati river; it is said to be very ancient and has the remains of an old fort. It is a large well built town with good streets and has a fair trade in country produce, but has no special industry. Roads from every quarter converge on the town and there is a good weekly fair.

7. At Palni there is a celebrated shrine.

8. The line would apparently tap a fair local traffic and serve a large interchangeable trade between its termini. It would further lead to the opening up of the Palni hills to commercial enterprise. There seems no doubt that the line would be of great value, but accurate statistics of trade are necessary before it can be decided whether it would pay a fair dividend on its estimated cost of, say, 68½ lakhs.

9. *Alignments and estimates.*—The line would run through a gap in the Western Ghâts between the Nílgiris and the Anamalai hills and surmount the water-shed, in which rises the Ponáni, flowing west to the Arabian sea, and the Amarávati, an affluent of the Cauvery. An ascent of over 1,000 feet above Pálghat will be necessary to get over this water-shed. From the summit a descent will be made into the valley of the Amarávati, which river will be crossed near Dhárápuram or Palni as may hereafter be decided. In reaching Dindigul the valleys of several tributaries of the Amarávati must be crossed. There are two proposed routes, one *vid* Dhárápuram, the other *vid* Palni. The latter is the superior from an engineering point of view and about seven miles shorter, being 100⅔ miles against 107⅔. The mileage rate of both routes on the metre gauge has been estimated at Rs. 63,530, giving for the Palni line a total cost of Rs. 63,95,353 and for the Dhárápuram Rs. 68,40,136.

(Signed) A. D. G. SHELLEY, Captain, R.E.,
for Consulting Engineer for Railways.

8-3-91

Extract from Govt No 467 Rys dt 7/6/1888

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7. The surveys and estimates of the proposed line from Palghat to Dindigul will be handed over to the agent & manager, M&S Ry in view to the preparation of approximate estimates on the broad gauge but no expenditure should be incurred in making further surveys.

If this line be constructed by the Madras Railway, it should in the opinion of Govt, be on the broad gauge, the break of gauge being at Dindigul instead of at Palghat. There is no doubt that such a line is desirable & the only question is whether it is likely to pay.

Form No. 4.

No. 6

Office of the Consulting Engineer for Railways,

Madras, 6th June 1894

To

AGENT and MANAGER, M. R.

No. 47/6 Reply No. 455, dated 11.6.94.

Sir,

Reminders.

I have the honor to forward herewith a map in which the Vaigai Vadigai line is shown in pencil and to inquire, with reference to certain memorials praying for the construction of the line in question, whether you will be so good as to give your opinion on the proposed or any other alignment, as it is understood the Podanur Dharapooram route has been investigated.

Subject.

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consist of

No. 7

From

The Agent and Manager.
M. & S. M.

To

The Consulting Engineer for Railways.
Madras.

Sir,

I have the honour to return the rolling
sent to me with your 47 of the 6th instant
Ootacamund and to enclose for your information copy of a report submitted by the
Company's Traffic Canvasser on the 19th November 1
I am disposed to think that for
traffic purposes the proposed line should pass
from Dindigul via Dharapuram and Pollachi
the Podanur and that it should be constructed on
were the standard gauge and form part of the Madras
ured attem
it would, it seems connection with this subject I
out by Railway communicat para. 7 of G.O. 467 R of the
district such as a Railway fr
would pass through.

I have of the traffic from Pollachi will

Your m

nt Servant

nce and
houses
and

will consist of Timber and as this commo
finds its market to the north east it will nda
cheaper and more direct for the traffic to pa
via Podanur than via Palghaut.

5 Then again if the line is extended east
-wards from Podanur the Engines and Rolling
stock engaged on the Mettupalaiyam Branch
which are now confined to purely local trains
can be utilised on the through journey from
Mettupalaiyam to Dindigul.

6. I am of opinion too that for public
convenience Dindigul, Dharapuram & Vellachi
should be connected direct with the important
Junction at Podanur.

7. We have available borrowing powers more
than sufficient to construct this Railway and as
the last loans taken up by my Directors in London
were secured at the low interest rate of 3 per cent
it would, it seems to me, be a wise measure to open
out by Railway communication a well cultivated
district such as a Railway from Dindigul to Podanur
would pass through.

I have the honour to be,
Sir,
Your most obedient servant,

and

MASTER
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FILE
No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Madras 19th. Purromudu
village

L. S. Moss Esqaire
Traffic Manager.
Madras.

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Sir,

In obedience to your orders I arrived at Palghat by train and proceeded from thence to Polachee by cart visiting the following villages situated enroute. The distance between these two points is 28 miles.

Paray. Situated 7 miles east of Palghat is a minor village. Thavan which is one and half mile from Paray is a religious place for the whole of Malabar natives and is greatly visited during new moon Audi and Deepavally feasts on account of a religious bull hewn out of a rock from which sacred water continually flows. Adjacent to Paray are two villages called Kakathodoo and Vadakodu about 2 miles distance at these places a good deal of palmira jaggery is manufactured and carted to Palghat to be railed to Madras for some of the leading firms there. A shandy is held weekly at Paray the principal produce being Paddy which is carted to Palghat Station and thence railed to the Malabar District.

Columjaparay is 7 miles east of Paray contains a population of about 2000 inhabitants and is the principal centre for timber traffic the timber which is produced there and the adjacent villages within a radius of 4 miles is carted and sent to Polachee, Palghat and Kanayakod. The principal produce is Paddy Tobacco and grain these are carried by road to Polachee and Palghat a weekly fair which falls on Wednesday at which a large gathering assembles.

Mannur is a minor road side village of very little importance and is 7 miles east of Columjaparay and contains about 60 houses and

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and is the largest of 3 or 4 villages which lie surrounding
Much goods Traffic cannot be expected from this village

Pollachee 7 miles east of Mannur in the Coimbatore District conta
about 4458 inhabitants the head quarters of the Tahsildar
and Subregistrar. It also contains a local fund hospital
and a school. Traffic to a considerable extent is carried on a
this place. The Shandy which is held every Thursday is
attended by a vast number of people and is a remarkable
one. The principal traffic which consists of Timber, wet
skins, Tobacco, Chillies, grain, Gingelly Seeds, Pulse and
Paddy are brough i very large quantities by carts from th
sirrounding vill hich are within a radius of about
6 miles and are s to Codamalpett, Pallany, Dhara
puram and Dh also to Palghat and Coimbatore
Annamalay Hi out 8 miles from Pollachi supplie
large quantities was informed by the Tashil
dar that Rs 80,000/- was d by Government to lay a
road from the Hills to their Government Depot which is erec
in this place to facilitate and increase this traffic. Bamboo
are also brought down in large quantities from Annamalay
to be exported to different places. This is the residence of
wealthy merchants. Large bazaars are also kept. The inwards
traffic is Iron, Salt, Piecegoods, Twist and sundries all
from Madras, Salem, Erode and Coimbatore via Podanur
and Coimbatore. Betel nuts, Dry ginger, Dates from the
Malabar District via Palghat from thence they are carted
to Pollachee. Two of the adjacent villages named Ramapata-
nam and Oolakalle are wealthy zemindaries.

Gomungalam 10 miles east of Pollachi. This is a very fertile country for
the growth of cotton which is exported in large quantities to
Coimbatore. Pulladam and Tirupur for the cotton presses
there from whence they are pressed in bales and railed to
Madras. Cotton in large quantities is also sent by country

carts

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carts to Dindigal from whence they are exported by rail(S. to Madura. Saltur, Veruduputty and Tuticorin. The other produce of this place is Garlic, Cummin Seeds, Tobacco, Chilli grain and pulse which are also exported in large quantities to Pollachi, Coimbatore, Oodamalpett, Palani and Dharapuram. These are also some villages within a radius of three miles which produce much cotton and a somewhat similar traffic as above.

Oodamalapett. 7 miles east of Gommyalam in the Coimbatore District and contains according to the last census 8627 inhabitants and is the head quarters of the Tashildar, Subregistrar and District Munsiff and also some other Government officials. There are also a local fund hospital and a Government School. The weekly fair is held on Mondays and is largely attended. The country produce is jaggery, Verdium, Cummin Seeds, Mustard, Tobacco and all sort of grain and paddy. Cotton is also grown to a certain extent. The people are very wealthy and in points of traffic and richness of country this compares very favourably with Pollachi. Grain and Paddy which are brought in large quantities to the weekly shandy from the adjacent villages within 8 miles distance are collected by merchants of this place and sent by country carts to Tirupur to be exported by rail to Salem, Erode and Karur by means of their agents at Tirupuri who are paid a commission of 4 annas for each cart load. Cotton also is sent to Tirupur for the cotton press by country carts for exportation by rail to Madras and country carts to Dindigal to be railed to Madura Veruduputty and Tuticorin. Tobacco and Chillies are sent to Coimbatore and Palghat by country carts. The inwards traffic which is also very great consists of Betelnuts, pepper, Cheakoy, Dry ginger, Twist, Piece goods, Iron and salt these are contributed by Palghat and Madras. Palghat supplying Betelnuts, Pepper, Dry ginger and Cheakoy by carts while piece goods

Iron

Iron, Twist and Salt are railed from Madras to Tirupur and from thence carted into this place.

Madathakolam at 10 miles from Oodamalpett has about 300 houses. Shandy is held weekly on Saturdays, very little traffic be between this and Palani Hills at about 2 furlongs from Madathakolam a river called Amaravathy intercepts the road the breadth of which is about 80 feet. the current duri the monsoons is very strong this river is not always in flood I had to cross it over Donies which are kept for the purpose I was informed that a bridge erected by the local fund boa was washed away 15 years ago and still they are unable to erect one on account of the very strong current which is experienced. Water comes down the Hills bringing with it larg trees and &c.

Palani Hills 12 miles from Madathakolam a little before entering the place about a mile distance a river called Shunmuganathee crosses the trunk road, its breadth is about 60 feet - A bridg similar to the Amaravathy river was washed way on the same day as that described above (Amaravathy) and is the Taluq of the Madura District. The head quarters of Tashildar and some other Government officials. The population according to last census is 13315 and very large temple is erected at Palani Hills which is resorted to by vast number of pilgrims from all parts of India, the natives of Malabar forming the major portion of pilgrims. Four feasts are held yearly called Kundasasti, Brahmaoothsavam, Car feast and Vasunthavoochavam. The first named falls in November 2nd in February, 3rd in April and the 4th in May at which a large concourse of people attend. The number of pilgrims will far exceed the number who usually resort to the Tirupati feast on our line. Rich Natukota merchants reside here and carry on an extensive trade in piec -ds which are largely brought from the cotton weaving places viz Madura Tinnevelly

Iron, Twist and Salt are railed from Madras to Tirupur and from thence carted into this place.

Madathakolam at 10 miles from Oodamalpett has about 300 houses. Shandy is held weekly on Saturdays, very little traffic be between this and Palani Hills at about 2 furlongs from Madathakolam a river called Amaravathy intercepts the road the breadth of which is about 80 feet, the current duri the monsoons is very strong this river is not always in flood I had to cross it over Donies which are kept for the purpose. I was informed that a bridge erected by the local fund boa was washed away 15 years ago and still they are unable to erect one on account of the very strong current which is experienced. Water comes down the Hills bringing with it larg trees and &c

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Tinnevelly. Salem via Dindigul and Tirupur by country carts. The principal production is paddy, gingelly Seeds, chillies, grain and Pulse which are exported to Madura via Dindigul and other places situated between Palani and Pollachi. The inward traffic is also very great. Timber is received from Pollachi by carts. Iron Piece goods and Twist from Madras via Dindigul. Salt from Negapatam via Dindigul.

Satharaputty is 10 miles east of Palani Hills and contains about 300 houses. Principal produce is grain, cotton and Pulse. Grain and Pulse is forwarded to Dindigul and Palani while cotton is sent to Madura, Sattur, Verudupatty and Tuticorin. Close to this village is the zemindary of Ayakudi. A mile and half from Satharaputty commences the Verupanchee Ghaut the extent of which is about 3 furlongs and is laid with a fairly good road descending very steeply. At the base is situated a small village called Verupanchee at which a Shandy is held weekly and it is about 10 miles distance from the Kodaikanals. The latter place produces Coffee Cardamoms. mace. The produce of Verupanchee is celebrated sweet plantains which are largely exported to Palani and Dindigul. Half a mile from Verupanchee a river called Shungaujee crosses the place and it is abnut 50 feet broad. A bcal fmcd bridge which was erected in 1841 is still in good order.

Palakanath situated 10 miles from Satharaputty is a minor village with about 100 houses. The produce is Tobacco, grain and gingelly Seeds which are exported to Palani Oodamalpett and Dindigul.

Vadiputty 6 miles from Palakanath and one mile from the trunk road. a weekly fair is held every Wednesday and contains about 200 houses. There is also a choultry called Rediyar Chatharam close to the road. The produce is cotton, Tobacco grain which are exported to Dindigul by country carts.

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and from thence cotton is railed to Madura. Sattur. Vemu
putty, and Tuticorin. Three miles after Vadiputty there is
small river called Manjaray its breadth is about 30 feet
it is in flood only during rainy season 2 miles off this
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which is about 30 feet there are no bridges for these two rivers
Dindigul is situated 9 miles off Vadiputty with a population of 11182
according to the last Census and is the head quarters of
Tashildar. Asst. Collector. Munsiff and Subregistrar and
one of the Taluqs of Madura District there are a Government
School and a Local Fund Dispensary. The chief productions
are Paddy. Grain. Tobacco. Chillies. Gingelly Seeds and Cotton in
small quantities exports all the above productions to different
directions except cotton which is sent to Vemudupatty Sattur and
Madura by (S.I.R). Imports B. Nuts. pepper water and Dry
ginger from Malabar Side to Palghat by rail and thence
to Dindigul by country carts. Iron. Piece goods and Sundries
by S.I.R from Madras Salt from Negapatam by S.I.R. I
returned back from Dindigul to Podanur via Dharapuram
and the following are the stations lying between Vadiputty
described already. Palakkath described already
Kosavapatty is 10 miles distance from Palakkanath and contains about
2000 inhabitants a weekly fair on Sundays is held and is
attended by large number of people from villages surround-
ing it. Principal produce is all sort of grains. Tobacco
Cotton Castor seeds and Pulse. These are exported to Dhara-
puram and Dindigul.
Parumaforindennalasoo which is 11 miles from Kosavapatty has about
100 houses and is close to the Local fund road which lead to
Dharapuram. provisions are obtained from Dharapuram
and Kosavapatty Shandies.
Dharapuram which contains a population of 6620 inhabitants is 11 miles
from Parumaforindennalasoo. 33 miles from Tirupur and 22
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miles from Karur and is a place of much importance, that was at one time the head quarters of Coimbatore District but owing to high winds experienced here this was converted in a Taluq. Coimbatore having been made the head quarters. Here are Tashildars Kutcherry a local fund dispensary. Several villages containing wealthy cultivators are attached to this Taluq. A shandy is held weekly and is largely attended. Principal productions Paddy, Tobacco, Gingelly Seeds Grain and pulse for chillies and Jaggery. These are exported to Erode, Salem, Vellore and Madras via Tirupur. To Palani, Oodamalapett and Pollachi by country carts and to some stations on the S.I.R. via Karur. This place is noted for ghee which is sent in large consignments to leading merchants in Madras and Coimbatore via Tirupur. Imports Salt, Iron, Piecegoods and Sundries from Madras via Tirupur. Here is Amaravathy river which lies between Karumagovindenvalasoo and Dharapuram and is at a distance of one mile from the latter station. Its breadth is about one furlong. At present it is in freshes and I had to cross it on small Donies.

Karathalavoo is a small village 13 miles away from Dharapuram and has abont 200 houses, the produce is grain, Paddy and Pulse which are sent to Oodamalapett and Pollachi by country carts. Oodamalapett described already. Gommugalam described already Pollachi described already.

Kaliyananputhur is situated 5 miles from Pollachi the surrounding villages of which 4 or 5 which are largely populated and well afford a great deal of passengers and goods traffic.

Kanathakadavoo 6 miles from Kaliyananputhur a shandy is held weekly on Sundays. The principal produce chillies, Tobacco, gingelly seeds grain and pulse, these are sent to Coimbatore and Pollachi in country carts. This trade is carried to a considerable extent.

Oothakalamandapum is situated 4 miles from Kanathakadavoo

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Oothakalamandapum is situated 4 miles from Kanathakadavoo

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and contains about 500 houses the traffic is similar to Kanat. Kadavoo. chillies are grown abundantly here and are se to Madakarai.

Podanur is situated 7 miles from Oothakalmandapum.

Valamputty which is situated between Dharapuram and Palani is 10 1/2 miles away from both these stations it has a popu- tion of about 869 and is noted for ghee. Merchants at Dhara puram collect mostly from this and its adjacent villages for despatch to Madras via Tirupur. I beg to submit for you consideration that these are 3 routes to Dindigul viz: 1st from Palghat to Dindigul direct (102 miles) 2nd Palghat to Dhara- puram and Dharapuram to Dindigul as surveyed by Government (114 miles). 3rd Podanoor to Dharapuram, Dhara puram to Palani and Palani to Dindigul (118 miles).

No 1 route touches Palani but does not pass through Dharapuram which is a place of importance as will be seen from the particulars given about it. This route up to Pollachi is rocky with uneven and rugged roads. There are also steeps and streams in several places besides between Madatha kolam and Palani a distance of 11 miles two rivers named Amaravathi and Shunmuganathi have to be crossed.

No 2 route the same remarks as number 1 route applies to this up to Pollachi. The disadvantage in this route besides the one between Palghat and Pollachi is that it does not touch Palani the importance of which place has been given in detail.

No 3 route All the way from Podanur the road is better than number 1 route and also the streams are very few. This route touches both Dharapuram and Palani and avoids one of the two rivers mentioned in No 1 route. If this line is adopted I am of opinion that the sources of income from goods and passengers traffic will be good and the line will afford every facility to passengers coming from Mettupalaiyam

Stations

Kanathakadavoo to Kaliyanaruputhur	6
Kaliyanaruputhur to Pollachi	5
Pollachi to Gommugalam	10
Gommugalam to Oodamalpett	7
Oodamalpett to Karathalavoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Valamputty	10½
Valamputty to Palani Hills	10½
Palani Hills to Satharaputty	10
Satharaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
	118

I beg to remain Sir,
your most obedient Servant
Sd/ y. Cheugamah Chetty

/True copy/
Lewis & W. & S.
Agent & Manager

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A.M.

No. 903.

MADRAS RAILWAY COMPANY,

61 NEW BROAD STREET,

LONDON, E.C., *27th July, 1894.*

SERIAL No. 330 1894

SIR,

Re Petition for a line from Erode to Satyamangalam.

At the close of para. 10 of their letter No. 897, dated 13th April last, the Board acknowledged the receipt of a petition from Native Merchants and others praying for the construction of a line of railway from Erode to Satyamangalam. You expressed no decided opinion yourself on the question, and no further information has since reached the Board in this connection. But having regard to the very favourable view taken by the Traffic Manager of the line proposed, to the fact that the district is a very important one, and that if a railway can be made without crossing the Bhavani River, it would in all probability prove a profitable piece of line, the Board will no longer defer the expression of their views.

2. Mr. Read is of opinion that this extension should be continued from Satyamangalam to Mettupalaiyam, so as to complete the loop, and form an alternative route from east to west to the foot of the Nilgiris. The distance from Mettupalaiyam to Satyamangalam is 35 miles, and that from Satyamangalam to Erode about 42 miles.

3. A reconnaissance of the country and neighbourhood seems to have been made in 1891 by the Chief Engineer of Mysore, but a thorough survey and estimate must now be made, and if the data should enable you confidently to recommend to the Board the construction of this line, they would be prepared, with the sanction and approval of the Government, to construct the entire loop line from Erode to Mettupalaiyam.

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4. In the event however of one only of these extensions being undertaken on the standard gauge, the Board would be inclined to give the preference to that from Mettupalaiyam to Satyamangalam; it is the shorter section, it would bring traffic from a fertile and important region, both to the main line and to the Nilgiri Railway, and it would not interfere with any existing or possible metre gauge lines.

5. In the meantime, the Memorialists may be told that the Board will consider very carefully the mode in which their wishes can be best carried out.

Re extension from Pálghát or Podanur to Dindigal.

6. Another extension of the Madras Railway system, which has always been considered desirable, is a line from Pálghát or Podanur to Dindigal. This was included among the projected extensions put forward in the Board's letter No. 794, dated 20th April, 1888, was again referred to in their No. 804, of 2nd November, 1888, and was discussed and disposed of in G.O. 26th April, 1889, No. 465 R. Public Works. The subject was again alluded to in para. 14 of the Board's letter No. 843, of 28th November, 1890, and the Government of Madras were specially urged to consider the proposal for these extensions, and the manner suggested by the Board in which the Capital for these undertakings could be raised.

7. The Board desire to repeat their proposal in respect of this line from either Pálghát or Podanur to Dindigal.

8. It must be understood, however, that before the Board could consent to undertake the construction of this or any other extension, they must be satisfied, from the result of careful surveys and estimates, that the lines are such as could profitably be undertaken as additions to the Company's system, to form part and parcel of the Madras Railway.

To the Agent and Manager,

Madras Railway,

Madras.

9. Unless each extension can be reasonably expected to yield a net return on its own length sufficient to cover, or nearly so, the interest on the additional capital required for its construction, the Board feel that they would not be justified in sanctioning a proposal to construct such a line, as an addition to the Company's system.

10. The Board believe that the line to Dindigal has already been surveyed, plans and sections prepared, and an estimate formed of the cost as well as of the probable returns.

11. Being in possession of the Board's views on the subject, and after you have obtained the fullest information in respect to the matters above-mentioned, you can submit with confidence the course you recommend for adoption.

I am, Sir,

Your obedient Servant,

(Sd.) Julian Byrne

Secretary.

SERIAL
No. 14

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, ESQ.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

In reply to your letter No. 735 R.C., dated 7th August 1894, and subsequent reminder No. 280 R.C., dated 7th March 1895, asking for—

(1) an estimate of the cost of a detailed survey of the Calicut-Cannanore and Shoranur-Cochin Railways,
(2) the opinion of the Madras Government as to whether the Calicut-Cannanore line should be preferred to other branches which the Madras Railway may propose to construct,
(3) criticising the manner in which the rec[illegible]s on the Calicut-Cannanore section are estimated,

I am directed to say that revised estimates of the cost of the detailed surveys were submitted to the Government of India with my letter No. 33 R., dated 22nd January 1895, and received sanction in Government of India letter, No. 192 R.C., dated 22nd February 1895.

2. The marginally-noted branch lines have been proposed by the Agent and Manager, Madras Railway, in his letter No. 285 of 22nd March 1895 (copy of which is enclosed), as valuable feeders to the Madras Railway system and as falling within the scope of that Railway's administration. They are placed by him numerically in the order of their importance.

1. Calicut-Cannanore.
2. Shoranur-Cochin.
3. Pódanúr-Dindigul.
4. Salem-Dindigul.
5. Arcot, Wallajabad and Ranipet.
6. Salem-Porto Novo.
7. Erode-Satyamangalam.

3. Omitting the first two which form the subject of your letter under reply, it may be convenient to refer briefly to the correspondence which has passed relating to the others.

Pódanúr or Palghat-Dindigul.—This line was first suggested in 1869 and the Collectors of the districts through which the line would pass were asked to report on its prospects; their reports are embodied in Proceedings of this Government No. 750 R. of 8th August 1878. A preliminary survey with report and estimate was submitted by the Engineer-in-Chief, Madras Railway Surveys, in 1887. Two alternative routes were considered—one *viâ* Dhárápuram, the other *viâ* Palni. The former, 107 miles in length, was estimated to cost on the metre gauge Rs. 68,40,000; the other, 100 miles

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in length, Rs. 63,95,000, the cost per mile, viz., Rs. 63,530, being the same for both. The opinion of the Board of Revenue on the necessity of the line from a famine protection point of view is embodied in Proceedings of this Government No. 127 R., dated 17th February 1888. In 1888 the Board of Directors of the Madras Railway proposed to construct this, among certain other branches, either on the standard or metre gauge, whichever might be preferred by Government. The Local Government, in forwarding this letter to the Government of India (see G.O., Nos. 467 and 468 R. of 7th June 1888) considered that no further expenditure in surveys on this line should be incurred and remarked that the line, if constructed by the Madras Railway, should be on the standard gauge, the break of gauge being at Dindigul instead of Palghat and that though such a line was desirable it was a question if it would pay.

In a letter No. 1285 R., dated 28th August 1890, to the Government of India, the Government of Madras remarked that the time had arrived for deciding finally whether the line should be broad or metre gauge and that though it was doubtful whether the line would pay the interest on its capital, it would certainly pay indirectly through the increased traffic which it would bring to the Madras and South Indian Railways.

Salem to Dindigul.—This is one of the lines proposed by the Agent, Madras Railway, and by the Board of Directors, Madras Railway, in 1888. In forwarding this proposal to the Government of India (No. 468 R., dated 7th June 1888), His Excellency the Governor in Council remarked that he attached much importance to the connection with the town of Salem which is four miles distant from the railway and that the extension to Námakkal would serve a portion of the country which is cut off from the South Indian Railway by the Cauvery river. No statistics of traffic are on record, nor has any survey of the line been made. The distance from Salem station to Námakkal is about 35 miles.

Arcot to Wallajabad, Ranipet and Arcot.—A plan and estimate for this short branch has been submitted by the Agent, Madras Railway, to his Board of Directors and a numerously signed memorial has been forwarded to His Excellency the Governor in Council by the inhabitants of Arcot and the neighbourhood praying for this feeder branch. Before submitting it to the Government of India, the recommendation of the Board and certain other information is required and the Government will again be addressed on the subject. It is seven miles long and would serve the important towns of Wallajabad, Ranipet and Arcot and correct the original and faulty alignment of the Madras Railway. The construction is estimated to cost about 4 lakhs and the receipts to give a return of 3·7 per cent. on the capital cost.

Salem to Porto Novo.—This was one of three lines, viz., Palghat-Dindigul, Madura-Pámban and Salem-Porto Novo, which were put forward in 1887 for consideration as famine protective lines. The Revenue Department considered that from that point of view it ranked third. This report was communicated to the Government of India in Proceedings No. 127 R. of 17th February 1888. The line was surveyed by the Engineer-in-Chief, Madras Railway Surveys, in 1885–86; its cost on metre gauge was estimated at Rs. 69,86,000, the length being 116 miles. It is of small importance as a famine protective line and no statistics are on record dealing with the traffic that may be expected.

Erode-Satyamangalam.—This line forms part of a comprehensive scheme put forward by Messrs. Kirby and Lonsdale comprising railways on the metre gauge from (1) Mangalore to Arsikere *viâ* Hassan, (2) Hassan to Mysore, (3) Nanjangod to Erode *viâ* Satyamangalam or by an alternative route through Kollegal and along the right bank of the Cauvery. We are only now concerned with the last-named section. The prospects of traffic on this line were reported on by the Collector of Coimbatore in a letter embodied in the Proceedings of this Government, No. 152 R., dated 10th March 1894. Although the letter speaks very unfavourably of the line as a whole, the prospects of traffic on the portion, 40 miles in length, from Erode to Satyamangalam are considered to be eminently favourable. Partly owing to the poor prospects of traffic and partly to objections raised by the Madras Chamber of Commerce and the Madras Railway, the project for the whole line was abandoned. No survey has been made and no statistics of traffic have been compiled.

4. His Excellency the Governor considers that none of the projects mentioned in paragraph 2 are likely to be so profitable as either the Calicut-Cannanore or the Shoranur-Cochin, but would be inclined, from the information at the disposal of this Government, to place the short branch of seven miles from Arcot station to Arcot town entered as No. 5 *third* on the list, and as regards the two first mentioned preference should, he considers, be given to the Calicut-Cannanore line.

5. The figures given in the letter from the Agent, Madras Railway, No. $\frac{5490 \text{ W.}}{380}$ of 18th April 1895, showing the proportion of local to through traffic on the section Podanur to Calicut, afford good grounds for anticipating that the traffic will be at least as heavy on the Calicut-Cannanore extension.

I have the honour to be,
Sir,
Your most obedient servant,

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Ootacamund,
23rd May 1895.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated May, 23rd.

Recd. *Encl.*

23rd May 1895, No. 366 R.

MAY.

Lines of Railway

Furnishing opinion on the subject of the — proposed as valuable feeders to the Madras Railway system and as falling within the scope of that Railway's administration.

SERIAL No. 16

From - The Agent and Manager, Madras Ry

To - The Consulting Engineer for Railways

№ 6025/706 dated 8th August 1895

With reference to your letter № 47/0 of the 6th June 1894, I have the honour to suggest that a survey of the proposed line from Podanur to Dindigul be undertaken during the next working season and that the route to be followed be that from Podanur through Polachi, Udumalpett and Dharapuram to Dindigul with a branch from Kattakolu to Pulney - which is at foot of the hills, and about only 16 miles from Kodaikanal.

This is a very foolish remark. The intervening country is almost impassable, even on foot.

(Sd) H. W. B

19 8

SERIAL No. 17

From - The Consulting Engineer for Rys
To - The Agent + Manager M. Ry. Co
No. 88/0 dated 13th August 1895

With reference to your letter No. 6025/706 dated 8th August 1895 suggesting that a survey of the proposed line from Podanur to Dindigul be undertaken during the next working season, I have the honour to request that I may be furnished with the following details:-

i Plan showing proposed route
ii Probable cost of survey
iii Whether the Madras Ry propose to bear the cost of the survey.
iv Whether the Board agree.

---

20 P

SERIAL
No. 16

From. The Agent and Manager, M. Ry
To - The Consulting Engineer for Railways
No. 6025/769 dated 28th August 1895

With reference to your No. 88/0 of the 13th August 1895, I have the honour to send you a map showing

(a) a line from Podanur to Dindigul via Dharapuram 119 miles long.

(b) an alternative direct line from Podanur to Dindigul with branch to Dharapuram say 115 miles

The latter is recommended as the most suitable route to take.

The cost of a final survey and section will be for scheme (a) Rs 59,500/- and for scheme (b) 57,500/- at Rs 500 a mile.

If the branch is constructed as part and parcel of the Madras Railway, the Company will of course bear the cost of the survey but if the line is to be handed to a private Company then the cost of the survey should be borne by the Government or the private Company.

The Board in their letters of the 28th November 1890* and the 27th July 1894[2] have already viewed the

* Para 14 of No 843

[2] Paras 6-11 of No 903.

extension of this Company's system to Dindigul favourably.

If the Government of India has finally decided that the guaranteed Railways shall not be extended, then I shall be glad to learn on what conditions the Government will favour the construction of branch feeder lines to the Madras Railway System.

From - The Joint Secy to Govt of Madras
P.W.D. Ry Brch.

To - The Govt of India

No 586R dated 18.9.95

I am directed to forward a letter from the Agent, Madras Railway regarding a proposed branch from Podanur to Pollachy, Vettumalpettah, Palni and Dindigul on the South Indian Railway.

2. The Agent proposes with the concurrence of his Board of Directors that the Co should bear the cost of a detailed survey provided that the Co may be allowed to construct this branch hereafter.

3. It will be noted that His Excellency the Governor in Council has in letter No 570R dy 10.9.95 placed this branch and the Salem Dindigul branch under the class of branch lines of less pressing importance than the Calicut Cannanore and Shoranur Cochin and Arcot Ranipet branches of this Railway.

228

4. Before calling on the Agent to submit reliable traffic estimates showing that these extensions are likely to yield a net return on the capital required for their construction, it appears desirable that the Government of India should notify what

conditions they are prepared to favour.

5. I am to say that this Government is in favour of the Madras Railway Company constructing themselves such branches as can reasonably be shown to pay and it is suggested that the issue of sterling debentures @ 3% for permanent way &c and 3½% silver debentures for Indian expenditure may be possible.

6. This is a lower rate of interest than was recommended in paras 7 & 8 of letter from Madras Railway Co. to Under Secretary of State 7759 dy 19th March 1894 (P.D. $\frac{365}{A}$ R of 23rd May 1895): but looking to the present high rate quoted for the Company stock and the past half years increase of receipts, it appears justifiable.

7. I am therefore directed to ask for an early indication of the policy of the Govt. of India in respect to the construction of the branches of the Madras Railway.

No. 21

From - The Govt. of India, Pub. D, Simla

To - The Jt. Secy to the Govt. of Madras, Pub. D, Ry Brch.

No. 1321 R.C dated 25th October 1895.

Read

I am directed to acknowledge the receipt of your letter No. 586 R dated 18th September 1895, submitting a proposal by the Madras Railway Company for the survey and construction of a branch line from Podanur to Dindigul with an extension to Dharapuram.

2. In reply I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the proposed extensions from Calicut to Cannanore and Shoranur to Cochin are of more importance than this branch and that attention should for the present be directed to those two extensions, rather than to the making of surveys for fresh lines the prospect of constructing which is remote.

238

3. With regard to your enquiry as to the terms on which branches and extensions of the Madras railway should be constructed I am to say that the general question of railway extension by the

agency of Companies is now under discussion with the Secretary of State, and that the Government of India is therefore unable to make any definite announcement on the subject at present.

Form No. 10.

Railway Department.

SERIAL

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 13th Nov 1895.

To

A. M.

No. 3624 Reply No. , dated

SIR,

With reference to correspondence ending with your letter No: 6025/769 of 28th August 1895, on the subject of the proposed survey of a branch line from Podanur to Dindigul and an extension to Dharapuram, I have the honor to inform you that decided as this line is, the Colombo-Dindigul Section of the Colmbatore-Caumbum & Shoranur-Cochin lines will, in the opinion of the Govt. of Madras be sufficient to be taken in hand during 1896, and that a further survey

Reminders.

L.O. 580 R 8/16-9-95

248

survey costing Rs 60,000 seems scarcely justified at present. Meantime, the deputation of a trafic Agent would be desirable to make exhaustive inquiries into the prospects of traffic and the claims of the different towns to be served

~~proposal to be rejected~~ ~~the question of the~~ ~~to be selected~~ ~~from the undertaking~~ ~~of a detailed survey.~~

For the information of yourself your Board, and this office

Offr
Issue this letter typed for circulation J.W.F. 5/12

From - The Joint Secy to the Govt of Madras, R. & P., By Bch
To - The Secy to the Govt of India, Pub. D., Calcutta

No 872 R dated 19th December 1895.

I am directed to forward, herewith, for the orders of the Government of India, a petition from the inhabitants of Dharapuram praying for the construction of a railway from Podanur to Dindigul.

2. In connection therewith, I am to forward copy of a letter from the Consulting Engineer for Railways, Madras, to the Agent and Manager, Madras Railway, No 3624 dated 13th November 1895, and to state that in the opinion of H.E. the Governor-in-Council, Dharapuram would probably be best served by a branch from the line between Podanur and Dindigul, but that the time has not yet arrived to undertake a detailed survey of this line.

From - The Secy to the Govt of India, P.W.D, Calcutta
To - The Joint Secy to the Govt of Madras, P.W.D, Ry Brh.
No 49 R.C dated 13th January 1896

I am directed to acknowledge the receipt of your letter No 872 R, dated 19th December 1895, forwarding, for orders, a petition from the inhabitants of Dharapuram in which they pray for the construction of a railway from Podanur, via Dharapuram, to Dindigul.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for a line of railway from either Palghat or Podanur to Dindigul, and to add that the views of the Government of India on a similar proposal submitted by the Madras Railway Company were conveyed to you in Public Works Department letter No 1321 R.C dated 25th October 1895.

From - The Secy to the Govt of India, Pub. D, Calcutta
To - The Joint Secy to the Govt of Madras, Pub. D, Ry Brch.
No 49 R.C dated 13th January 1896

I am directed to acknowledge the receipt of your letter No 872 R, dated 19th December 1895, forwarding, for orders, a petition from the inhabitants of Dharapuram in which they pray for the construction of a railway from Podanur, via Dharapuram, to Dindigul.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for a line of railway from either Palghat or Podanur to Dindigul, and to add that the views of the Government of India on a similar proposal submitted by the Madras Railway Company were conveyed to you in Public Works Department letter No 1321 R.C dated 25th October 1895.

Extract from a letter from the Acting Agent and Manager Madras Railway to the Board of Directors N° 2263 dated 8th July 1896.

Proposed line from Podanur to Dindigul.

× × × × × ×

14. With para 17 of my letter N° 2227 I forwarded copy of a communication from the Consulting Engineer N° 3624 dated the 13th November last, in which it was suggested that a Traffic Officer might be deputed to make exhaustive enquiries into the prospects of traffic, &c. of the proposed line from Podanur to Dindigul. In compliance with this suggestion Mr J. L. Taylor, Asst Traffic Manager, was deputed to undertake the duty and I now forward herewith for the Boards information, six printed copies of the report submitted by him. It will be observed from the report that Mr Taylor is strongly in favour of a line from Podanur to Dindigul with a branch line from Vedumalpet to Dharapuram. The total length of the line including the branch is 118 miles and the Ag Chf. Engr. states that the approx cost of making

detail survey will be Rs 500 per mile or Rs 59000 for the whole project. I shall be obliged if the Board will kindly accord their approval to the undertaking of the work at the cost mentioned above. To enable me to apply for the sanction of the Government of India without loss of time, I beg to suggest that the approval of the Board may be communicated to me by telegraph. The words "Dindigul Sanctioned" will be understood to signify what is required. It is proposed to undertake this survey during the next cold season if the Government approve. The recent favourable concessions offered by Government to Planters and others requiring land on the Anamalai Hills, the produce from which will be tapped by the proposed line, will materially add to its traffic and there is every prospect of this important extension proving a valuable addition to the Company's system.

Enclosures

Madras Railway Company.

No. 3025

AGENT & MANAGER'S OFFICE.

RAYAPURAM TERMINUS,

Madras, 14th July 1896.

From

The Ag. Agent & Manager,

Madras Railway Company.

To

The Offg. Consulting Engineer for Railways,

Madras.

Sir,

Adverting to correspondence ending with your letter No. 5824, dated 15th November 1895, I have the honour to inform you that in compliance with the request contained in the latter part of the above letter, Mr. J. L. Taylor, Assistant Traffic Manager, was deputed to make exhaustive enquiries into the prospects of traffic on the proposed extension from Podanur to Dindigul, and I have now the pleasure to forward 6 copies of Mr. Taylor's printed Report for your information.

2. It will be observed that Mr. Taylor recommends that the route to be followed should be from Podanur, through Pollachi, Udumalpet, Pulney to Dindigul, the distance being 97 miles, with a branch from Udumalpet to Dharapuram, length 21 miles; or a total of 118 miles for the whole scheme.

3. The prospects of traffic are so highly spoken of that in the opinion of this office it is considered that a detail survey of this proposed extension should be undertaken during the next cold season. The Ag. Chief Engineer estimates the cost of such a survey at Rs. 500 per mile or Rs. 59,000 for the whole project. The Board has been addressed on the subject, and requested to accord their sanction to the survey being undertaken, and as soon as I receive their reply, I will communicate with you with a view to soliciting the sanction of Government for the proposed outlay.

I have the honour to be,

Sir,

Your most obedient Servant,

Ag. Agent & Manager.

2997
14/9/96

Encl 0/6 copies

No. I.

No. 9085

1074

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 30th November 1896.

From

Ag:
The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways.
Madras.

SIR,

In continuation of this office letter No. 604 dated the 11th July last, I have the honour to enclose for the information of the Government, 10 printed copies of the Ag: Chief Engineer's letter No. C/1395 dated the 30th October 1896, submitting an approximate Estimate of the cost of a broad gauge line to Dindigal. The figures it will be observed, are based on the particulars furnished by Mr. M. J. Geoghegan's report, a copy of which was kindly sent to me with your letter No. 3095 dated the 30th September 1896.

I have the honour to be,
Sir.
Your most obdt. Servant,

Ag: Agent & Manager.

Encl 10.

S. No. 5232
Read

GENAL
No.

1074 33 Rs

MADRAS RAILWAY COMPANY,
CHIEF ENGINEER'S OFFICE,
MADRAS, 30*th October* 1896.

No. C/1395.

THE ACTING AGENT AND MANAGER.

DEAR SIR,

PODANUR-DINDIGAL RAILWAY.

Your No. 6025/9379 *of* 23*rd Ultimo.*

Only one survey, as far as I know, has been made for a narrow gauge Railway from Palghat to Dindigal by Mr. D'Closet under the supervision of Mr. H. T. Geoghegan, a copy of whose report, dated April 1887, you have furnished me with, in which full particulars as to route followed, estimated cost, &c., will be found.

2. This metre gauge line ran from Palghat through the towns of Pollachi, Udamalpet, Dharapuram and Kallimandam to Dindigal, and was 108 miles long, estimated to cost Rs. 68,40,136, or Rs. 63,530 a mile.

If the line were carried direct *viâ* Palni to Dindigal, its length and cost, as stated by Mr. Geoghegan, would be 101 miles and Rs. 63,95,353.

3. The question of the cost of a standard broad gauge line over the same country having a ruling gradient of 1/100, the quantities being taken from Mr. Geoghegan's section, has been investigated rather fully, as shown in the accompanying schedules, the result being that its cost will be Rs. 99,214 a mile, say a lakh a mile, if fenced throughout and laid with our standard type of Permanent-way, having passenger platforms to standard 3′ 0″ high and 600 feet long, and goods platforms 3′ 6″ high with loop lines of standard length.

The cost of all English materials has been taken with exchange at Rs. 17-8-0 per pound.

4. A line from Podanur to Dindigal, 97 miles long, would at this rate cost about 97 lakhs, while the cost of a branch from Udamalpet to Dharapuram, 21 miles, would be about 21 lakhs, or in all 118 lakhs.

If Government type of Permanent-way, flat-footed rails on wooden sleepers be used, the cost per mile would be reduced to Rs 89,116 a mile, and a still further reduction could be made by omitting fencing which would bring the cost down to Rs. 86,016 a mile, and a still further reduction could be made by omitting passenger platforms.

5. I may point out, however, that the Government Inspecting Officer in his last report desires that the K. G. F. Railway should be fenced throughout at once, and says that passenger platforms should be built on the Ennur Branch; these were made 1′ 0″ high only, at, I understand, the express desire of Government for the sake of economy; so that it appears hardly safe to cut down expenditure too much in the first instance by lowering platforms and omitting fencing, &c.

Yours faithfully,
E. W. STONEY,
Ag. Chief Engineer.

ESTIMATE OF PALGHAT-DINDIGAL RAILWAY

(BASED ON Mr. GEOGHEGAN'S SECTION).

General Abstract.

	—	Total.	Cost per mile.	Remarks.
I.	Preliminary Expenses	59,400	550	Preliminary expenses are taken at the same rate per mile as on the West Coast surveys.
II.	Land	1,56,000	1,444	Land widths are the same as those given in the Government standard dimensions. The cost of land has been taken at Rs. 50 per acre from the rates assumed by Mr. Geoghegan.
III.	Formation	10,31,740	9,553	Bottom and top widths of cuttings and banks respectively, as also the slopes, are those allowed in Government standard dimensions, viz., cuttings 26' at bottom slope 2 to 1, and banks 20 wide at top with slopes 2 to 1.
IV.	(1). Bridges (Major)	7,50,000	6,944	Major bridges are of 40' and 60' spans girders, open roadway, and no provision has been made for cart traffic. The minor bridges are mostly arched culverts, and the over-road bridges are estimated for under this head.
	(2). Do. (Minor)	6,60,980	6,120	
V.	(1). Fencing	3,27,024	3,028	Split rail standards with wire.
	(2). Level Crossing	80,000	741	
	(3). Mile and Gradient Post	4,320	40	
VI.	Electric Telegraph	37,685	349	
VII.	(1). Ballast	4,96,481	4,597	26' and 22' per foot run have been taken for banks and cuttings respectively.
	(2). Permanent-way	40,38,120	37,390	Permanent-way will be of the bull-headed steel rail type in use on the Madras Railway weighing 76 lbs. per yard laid on C. I. pots with W. I. ties, gibs, &c.
VIII.	Stations and Buildings...	.....	.....	A liberal number of buildings have been provided for at each station and workshops, store buildings and station machinery are amply provided for. Passenger platforms being 3' high above rail level, 600' long, and goods platforms 3' 6" high above rail level.
	(1). Station and Offices...	3,19,248	2,956	
	(2). Workshops and Store	1,08,000	1,000	
	(3). Staff Quarters	2,32,200	2,150	
	(4). Station Machinery...	2,16,000	2,000	
IX.	Plant	2,00,000	1,852	A suitable allowance has been made for this item including plant for bridge erection.
XI.	Rolling stock	11,88,000	11,000	The figures for this item are mostly based on those of the estimates for the West Coast extension.
XII.	General charges	8,10,000	7,500	The figures for this estimate have been derived from the estimates of the West Coast extension.
	Length of line 108 miles	1,07,15,198	99,214	
	Alternative line *viâ* Palni, 100¾ miles ...	99,87,628	99,214	
	Using Government Type of Permanent-way	.....	89,116	
	Do. do. and omitting fencing.	.....	86,016	

The rates for work on which the estimate is based are shown in the accompanying schedule.

30*th October* 1896.

E. W. STONEY,
Ag. Chief Engineer.

34

SCHEDULE OF RATES ADOPTED IN THE ESTIMATE.

—	Per	Rate. Rs.	A.	P.
Preliminary expenses	1 mile	550	0	0
Land	1 acre	50	0	0
Earthwork in (Bank)	1,000 c. ft.	8	0	0
Do. (in cutting through rate)	1,000 c. ft.	15	0	0
Masonry in Bridge	100 ft.	33	0	0
Do. Arches...	100 c. ft.	60	0	0
Concrete	100 c. ft.	20	0	0
Iron work in Bridges per ton	1 ton	270	0	0
Fencing	1 mile	3,028	0	0
Level-crossings	1 mile	741	0	0
Miles and Gradient Posts	1 mile	40	0	0
Electric Telegraph	1 mile	349	0	0
Ballast	1,000 c. ft.	25	0	0
Do. spreading	1,000 c. ft.	5	0	0
Permanent-way	1 mile	37,390	0	0
Stations and Offices	mile	2,956	0	0
Workshops and Stores	"	1,000	0	0
Staff Quarters	"	2,150	0	0
Station Machinery	"	2,000	0	0
Plant	lump sum	2,00,000	0	0
Rolling-stock	per mile	11,000	0	0
General charges	"	7,500	0	0

Exchange Rs. 17-8-0 per £ 1.

E. W. STONEY,
Ag. Chief Engineer.

30*th October* 1896.

ENG. No. 1 TO E. R'y. C. No. 5232 OF 1896.
LETTER No. 1074 C/ 30-11-96
FROM [illegible]

SERIAL No. 42

35 P.

Re 12C dated 4-1-97

Report on the proposed Podanur Dindigal Railway by Mr. J. L. Taylor, Assistant Traffic Manager, Madras Railway.

—

Copy forwarded to the Revenue Department with reference to page 7 of the Report.

(Sd) F. D. F

19/12

No. 51.

South Indian Railway Co., Ld.

AGENT'S OFFICE,

Trichinopoly, 18th January 189?.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

With reference to our conversation on January 11th regarding the construction and working of the Podanur-Dindigul Railway being given to the Madras Railway as compensation, in the event of the one-metre gauge extention between Erode and Nanjangode being undertaken, I have the honor to request that you will kindly place before Government the following argument against the adoption of this policy. The South Indian Railway suffers severely from its connection with the Madras Railway at Erode and Arkonam, as traffic which would otherwise travel long distances over this line is diverted to the broad gauge railway at these junctions. The shortest route to the country north of Guntakal from between Tuticorin and Tiruverambur is via Erode and from Budalur to Vandalur via Arkonam. The practical effect of these two branches is therefore to deprive the South Indian Railway of leads varying from 344 to 178 miles to the great advantage of the Madras Railway. A reference to the Statistics of Indian Railways will show how this railway suffers from shortness of lead when compared with other lines having anything like the same open mileage. For example during 1895 the average lead over the South Indian Railway was 65·77 against 114·76 miles on the Madras Railway. Under these circumstances although the Madras Railway will suffer by the Erode-Nanjangode connection I do not see that any compensation is due to them.

They

C. No. 290
Recd. 19-4-97

They have for years past enjoyed advantages over this railway and the proposed Erode-Nanjangode line should be considered more as compensation fairly due to the South Indian Railway, than as a cause for placing further power in the hands of the Madras Railway, and continuing the present inequality between the two systems. It has to be remembered that owing to the restriction as to minima rates in force on this line, the Madras Railway being free in the matter can always beat us in competing for traffic.

I have the honor to be
Sir
Your most obedient Servant
A.D.H. Thullen.
Capt R.E.
Agent

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated
Received 189
No.
Enclosure

Cons: Engr's current No 290 Podanur - Dindigul Railway

H.E. the Governor
~~Hon. Mr. Ibbs~~
~~Hon. Mr. Finn.~~

1. Seen.
2. No present action required.

A.H. 13.4.97

Flag A

22/4/97

Flag B

Flag C

No action is necessary at present but as the question is one which will doubtless soon come before Govt for decision the following note is put up.

The construction of a line to connect Dindigul with the Madras Rly has been under consideration at intervals since 1865.

In 1865 Mr Brassey offered to construct the line in 1887 but his offer was refused.

In 1887 the Engineer-in-chief Madras State Rly surveys submitted a report and estimate for a metre-gauge line. Two alternative routes were considered one via Dharapuram, the other via Palni. The former, 107 miles, was estimated to cost ₹ 65,40,000, the latter, 100 miles, was estimated at ₹ 63,95,000 the cost per mile was the same for both (₹ 63,530) -

In 1888 the Madras Rly Co. proposed to construct a line from Pollachi to Dindigul either 5'6" or metre gauge as the Govt might decide - forwarding this application to India the local Govt recommended that Railway if constructed by the M.R should be broad gauge

H.R. Ci 22/3/97 R 14/4/97

C.R. No. 290
Recd 19-4-97

They have for years past enjoyed advantages over this railway and the proposed Erode-Nanjangode line should be considered more as compensation fairly due to the South Indian Railway, than as a cause for placing further power in the hands of the Madras Railway, and continuing the present inequality between the two systems. It has to be remembered that owing to the restriction as to minima rates in force on this line, the Madras Railway being free in the matter can always beat us in competing for traffic.

I have the honor to be
Sir
Your most obedient Servant
A.D.H. Shelley.
Capt R.E.
Agent

6d

From
The Agent,
South Indian Railway,
Trichinopoly

To
The Consulting Engineer for
Railways,
Madras.

Dated
Received 189
No.
Enclosure

Cons: Engrs current No. 290 Podanur - Dindigul Railway

H.E. the Governor
~~Hon. Mr. Ibbs~~
~~Hon. Mr. Cox~~

1. Sum.
2. No present action required.

A.H.
13.4.97

Flag A

Flag B

Flag C

No action is necessary at present but as the question is one which will doubtless soon come before Govt for decision the following note is put up.

The construction of a line to connect Dindigul with the Madras Rly has been under consideration at intervals since 1869.

A Mr. Binny offered to construct the line in 1887 but his offer was refused.

In 1887 the Engineer-in-chief Madras Rly Surveys submitted a report and estimate for a metre-gauge line. Two alternative routes were considered one via Dharapuram, the other via Palni. The former, 107 miles, was estimated to cost £ 68,40,000, the latter, 100 miles, was estimated at £ 63,95,000 the cost per mile were the same for both (£ 63,530).

In 1888 the Madras Rly Co. proposed to construct the Palni-Dindigul line, either 5'6" or metre gauge as the Govt might decide. In forwarding this application to India the Local Govt recommended that the line if constructed by the M.R should be broad gauge

H.R. Ci
23/3/97
R 14/4/97

7.4.97

the work being at Dindigul.
The Govt. of India decided to defer
the proposed extension
In the same year the Rent S.I.R
intimated their readiness to
construct the line if it was
decided to make it metre gauge
Govt. considered that there was no
objection but that it might
be over for the present.
In 1870. the Madras Govt. observed
that the time had now arrived
for deciding the gauge and added
that the construction of the line
should be through if was
doubtful whether it would
pay the interest on the capital
it would pay indirectly through
the increased traffic brought
to the M.R. and S.I.R.
India however declined to come
to a decision.
In 1874 a petition was sub-
mitted by the inhabitants of
Palghat praying for a railway
from that Station to Dindigul.
The Chamber of Commerce
also urged on Govt. the importance
of this connection which it
considered should be built to
the 5-6" gauge & submitted to
the Madras Rly. Co.
The Madras Rly was asked
for an opinion on the altera-
tion which should follow
if the M.R. replied that

Flag D

Flag E

Flag F

Flag G

Flags H+I

Flag J

the line should be 5'.6" and
should run from Dindigul
via Dharapuram and Pollachi
to Podanur
In 1875 the Agent M.R. asked to be
allowed to make the survey
for Podanur through Pollachi
Udumalpett and Dharapuram
to Dindigul. He forwarded
a map showing alternative
routes and stated that the
cost of survey would be £500
a mile, that the Board viewed
the extension favourably and
that they were prepared to
bear the cost of the survey if
the line were part of the
undertaking.
The Govt. of Madras in Sept. 1875
recommended the construction
of the line & the Agency of the
M.R.Co although it was
considered of less im-
portance than the Calicut-
Cannanore or the Shoranur-
Cochin, and suggested the
issue of Sterling debentures
@ 3½% for Scotch and
3½% for Indian expenditure
Also
India was asked for an
indication of its policy
as regards the construction
of branches to the M.R.

India is not discouraging
further surveys until
the West Coast-extension
work is hand and
stated that the general
question of the extension
of railways by the agency
companies was under
discussion with Sec. State. Flag K
The Agent-M.R. was informed
accordingly and was asked to
depute a traffic officer to
report on the financial
prospects of the line. Flag L
Meanwhile the Agent S.I.R.
protested against the line
being constructed by the M.R.
as it would have a considerable
bearing on the area served by Flag M.
the S.I.R.
In July 1876 the Agent M.R.
submitted the traffic report-
recommending a route
through Podanur-Pollachi
Udumalpet, Pulney to Dindigal
with a branch to from
Udumalpet to Dharapuram Flag N
total 118 miles. He re-
marked that the fair
prospects were for the
the he had asked his Board
to sanction a survey

An approximate estimate for
the line on this alignment
was made by the Chief Engr.
M.R. based on the metre-gauge
survey. The cost was estimated
at 80,000/- per mile using
Govt. pattern of P.Way and
omitting fencing
Another letter from the Agent
S.I.R. giving reasons for Flag O
entrusting the line to their
agency was received in Jan. 1877

It will be seen from the
foregoing correspondence
that both railways have
an anxiety to construct
this route: and that the
Madras Govt. has recom-
mended its construction by
the Agency of the M.R., and
that India has decided
that it should be con-
tell the Calicut-Cannanore
and Shoranur-Cochin ~~ex~~
extensions are disposed of.
The Agency is still unsettled
The suggestion alluded to by
the Agent-S.I.R. in his last letter
the Madras Rly. should be
compensated for not being
allowed to make the Sattya-
mangalam-Erode line has
of course not been made of.
finally both lines alluded to in

India is not discouraged further surveys until the West Coast Extension work is hand and stated that the general question of the extension of railways & the agency of companies was under discussion with Sec. State. Flag K
The Agent S.M.R. was informed accordingly and was asked to depute a traffic officer to report on the financial prospects of the line. Flag L
Meanwhile the Agent S.I.R. protested against the line being constructed by the M.R. as it would traverse country within the area served by the S.I.R. Flag M
In July 1876 the Agent M.R. submitted the traffic report recommending a route through Podanur - Pollachi Udumalpet, Pulney to Dindigul with a branch to from Udumalpet to Dharapuram Flag N
total 118 miles. He remarked that the traffic prospects were so poor that the Board he had asked their Board to sanction a survey

The question of agency is a question of gauge for it will be doubtless more convenient for the Co. which works the line to have it of the same gauge as its own system. If the line is regarded as a purely local one there is good reason for making its metre. It will cost about 75 lakhs out of against 101 on the 5.6. The metre gauge will be sufficient to carry all the traffic offering. A break of gauge is inevitable in either case & it matters little whether it is at Dindigul or Podanur.
But there are some reasons for thinking that it may form part some day of an important line of communication with Colombo. The Ceylon Govt. has apparently come to a conclusion to construct a B.G. line to Anuradhapura under 2:6 from thence northwards. If the bridge over the Straits is ever constructed there would be a possibility of the Madura Paumben line connecting the B.G. and the railway system of Ceylon & India being

Flag P

Some of the notes with which Capt. Shelly (who was not long ago Undersec for W.Rs.) is furnished.

A note of the Govt. Examiner for W.Rs. discussing the general considerations which should determine the choice of agency is [illegible]. He arrives after conclusion that the line should be given to the S.I.R.

Major Waller is doubtless consulted in the new debate of the recognition of Govt. of prescriptive rights. Such rights have however been recognised in practice as for example in the struggle between B.B.C.I. and S.I.P. over the Tapti valley line.

Others also have laid down the Govt. of India in "Branch line" circular ~~circular~~ that part of the Reso. that the main line has a prior right over private companies to construct feeders to their own lines.

The difficulty in the present instance is that the line will be just as much a feeder to one Co as to the other.

The question of agency is a question of gauge for it will be doubtless more convenient for the Co which works the line to have it of the same gauge as its own system.

If the line is regarded as a purely local one there is good reason for making it metre. It will cost about 75 lakhs of against 101 on the 5.6". The metre gauge will be sufficient to carry all the traffic offering. A break of gauge is inevitable in either case & it matters little whether it is at Dindigul or Podanur.

But there are some reasons for thinking that it may from part some day form part of an important line of communication with Colombo. The Ceylon Govt. has apparently come to a conclusion to construct a B.G. line to Anuradhapura under 2:6" from there northwards. If the bridge over the Straits is ever constructed there would be a possibility of the Madura Pamban being converted to B.G. and the railway system of Ceylon & India being

linked up - This is doubtless
a far distant prospect but
it may be taken as a factor
for consideration -
Another consideration is that
though the first cost of the
line on is less on the metre
gauge it will be more cheaply
worked & the M.R. the
ratio of expenses to gross
Earnings being about 50
on M.R. and 57 on S.I.R.
Also there is an advantage
in extending the M.R. because
the line ~~is~~ has at present land
~~enough~~ ~~necessary for~~ the
Same Superior Establishment
would Spread over a
greater length and the
percentage of expenses to
gross earnings be further
reduced. The staff &
& the mileage of the line
railways is at present
M.R. 858
S.I.R. 1104
the M.R. therefore is more in
need of extensions.
The M.R. have taken more
trouble about the line viz of
deputing an Officer to report
on traffic prospects
This Govt. has recommended
it being entrusted the Mem

30/3/97

H.E. The Governor
The Hon. Sir H. Bliss
The Hon. The Finance

Podanur Dindigul Ry.
Madura Ry. Engineering Progress

15

His Excellency the Hon. Member
will have received my note of two or
three days ago, on the S.I.Ry. application
for the extension from the Podanur (Palghat)
Dindigul Ry. I had not the papers
completely before me when I wrote
and as I am just going on tour
I could not wait to get them from Offg.

I need only refer now to what I
said in that note that I do not think
we ought to be hurried into a decision
about this scheme just yet. It will be
quite time enough to take it up in
earnest when we begin on giving out to
the last agency for it contracting or
working. a year hence, or in time for
the estimates of 98.

J.W.S.
26/7/97

Signed
A.G.G.
29.7.97

30/7/97

JG
30/7/97

Put this up again for orders when
we get back from Offg the case that
is now circulating. of the S.I.Ry offer.

R. Read & forward at Ootacamund

7/8/97

7/8/97

47 Revenue

Public Works (1897) Department.

No. 47

CURRENT No.

From The Board of Revenue (Revenue Settlement, Land Records & Agriculture) Madras

Order Mis 1963 dy 10th April 97

Transferred to the Public Works Dept (Ry Br) with reference to Govt No 12 C dy 4-1-1897.

(Sd) G Stokes
Ag Secy to Govt

No. 2543 Mis

Dated 5th April 1897

Received

Registered

Enclosures

Spare copies

SUBJECT.

Traffic Registration

Remarking on the criticism of the Assistant Traffic Manager, Madras Railway, regarding ——— at Dharapuram.

2. In the next para, the Assistant Traffic Manager speaks of an Indian Maund as equal to 25 lbs. The Indian maund mentioned in the Trade statistics of this department is invariably 82 2/7 lb. The term Indian maund is inapplicable to a maund of 25 lbs which is local to Madras only.

3. The figures given in the next two paras differ from those given in the Returns of Road Traffic for the station at the junction of the Palni and Dindigul roads, as shown below. To show all the data, the Board has added for the information of the Traffic Manager, particulars for each of the three years, during which traffic has been registered at this station :—

Items	As per Statement of the Assistant Traffic Manager's Report	As per traffic returns received in the Board's Office					
		1892-93		1893-94		1894-95	
		Long distance	Short distance	Long distance	Short distance	Long distance	Short distance
		T. md	T. md	T. md	T. md	T. md	T. md
Goods. Total maundage that passed up and down	22,334 Maunds of 25 lbs	177,408	19,851	346,174	53,356	394,914	51,517
Cattle, Sheep & Goats & horses	Nos 648	18,801	7,827	44,366	18,663	37,233	15,165
Passengers	Nos 17,683	44,604	5,012	83,584	11,508	71,407	14,348

4. The Board is unable to understand whence the figures given by the Assistant Traffic Manager were obtained and would be obliged if the Traffic Manager could inform it of the source whence they were derived.

(True Extract)
(Signed) R. V. Srinivasaiar
Secretary

388

To

The Traffic Manager, Madras Ry

Copy to the Secretary for Govt. Rev. Depr.

Rev. Deptt. Order Nos 1963
& 10 April 1897.

SERIAL
No. 48

No 1469
28/4/97

Copy forwarded
to the Agent & Manager
Madras Railway with
the request that this
Office may be furnished
with a copy of the Inspr
Manager's reply to Govt
& of the Board's Proceedings

No 1469/97

INSPR

Despatched on 28/4/97

398

28/4/97

412

MADRAS RAILWAY.

GENERAL No. 49

AGENT AND MANAGER'S OFFICE,

Madras, 29th April 1897

From

Agent and Manager.

To

The Consulting Engineer for Railways.

Sir,

Copy to Board of Revenue
with B.O. 4/5

408

With reference to your endorsement No. 1469 of the 28th instant on Proceedings of the Board of Revenue I have the honour to inform you that the Secretary of the Board of Revenue has been in communication with the Ag Traffic Manager on the subject and I beg to enclose a copy of Mr. Taylor's letter of the 16th instant in which he explains how he obtained the figures quoted by him in his report and referred

to

in para. 4 of the Proceedings of the Board of Revenue. A copy of this letter has been furnished by the Acting Traffic Manager to the Secretary of the Board.

I have the honour to be,
Sir
Your most Obed't Serv't

Headquarters

Agent & Manager.

418

Encl 1

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd.

No.

C 26028.

Madras Railway
Asstt: Traffic Manager's office
Arkonam 15th April 1897.

The Ag Traffic Manager
Madras

Dear Sir,

Codanur to Dindigal extensions
Your C 68122 of 13th instant

42 Sp

The statement was given to me, and I have the original with me, by the Chairman of the "Union Panchayet" who told me he got it from the records of the Tahsildar.

So surprised was I at the Return that I questioned the Tahsildar on the matter and he personally looked into the matter and returned the statement to me as correct.

At the meeting of merchants I had at Dharapuram, which all the Government officials attended, I criticised almost every item in the Return as absurd.

For several days the Tahsildar tried to get a revised or different statement but was unable to do so. hence the one quoted was furnished as correct.

Yours faithfully
Sd/ J. L. Taylor
Asstt Traffic Manager

True Copy

Agt Agent & Manager

Asstt

15/4/97

1 1908 107
412 29.4.97
Adm

Civ. 1908

SERIAL No. 50

No 1843
3/5/97

Copy Memorandum to the Secretary to the Board of Revenue (Revenue Settlement Lands Records & Agriculture) with reference to para 4 Board's Proceedings of Barbatem No 2543 dated 5th April 1897.

430

for ARSEK
1-5-97

Despatched on 3/5/97

1/5/97

Consulting Engineer Corr No 3483

No. 53

From. The Agent. South Indian Ry

To - The Consulting Engineer for Rys Madras.

No 753 dy 23rd July 1897

44-8

In continuation of my letter No 745 dy 20th July 1897, I have the honour to inform you that I have received the following telegram from the Managing Director.

"Even assuming some delay in commencing work. Board are willing to undertake en bloc the three lines Madura-Paumban. Palghat-Dindigul, British portion Tinnevelly-Quilon as integral portions of South " Indian: also construct Travancore portion at-cost and " work same at-50 per-cent provided first two years " maintenance charged to Capital. Communicate Govern- " ment to ensure consideration Simla Conference in August."

2. I presume this telegram is in reply to the message I wire at your request, and of which I sent you a copy in my letter above quoted although it does not deal specifically with the matter raised in Government of India letter No 837 R.C dated 20th May 1897.

3. Will you kindly communicate the Board's

Consulting Engineer Cor No 3183

From. The Agent. South Indian Ry

To - The Consulting Engineer for Rys Madras.

No 753 dy 23rd July 1897

44-8

In continuation of my letter No 745 dy 20th July 1897, I have the honour to inform you that I have received the following telegram from the Managing Director.

"Even assuming some delay in commencing work. Board are willing to undertake en bloc the three lines Madura-Paumban. Dalghat-Dindigul, British portion Tinnevelly-Quilon as integral portions of South Indian: also construct Travancore portion at-cost and work same at-50 per cent provided first two years maintenance charged to Capital. Communicate Government to ensure consideration Simla conference in August."

2. I presume this telegram is in reply to the message I wire at your request, and of which I sent you a copy in my letter above quoted although it does not deal specifically with the matter raised in Government of India letter No 837 R.C dated 20th May 1897.

3. Will you kindly communicate the Board's

telegram embodied in the first paragraph of this letter to the Government of India in time to admit of its consideration at the approaching Railway Conference.

From - R

To - Works Simla.

Telegram No. 17B dy 23-7-97

458

Your wire 1192 R-C fourteenth instant. Agent South Indian has received following wire from Board - begins - Even assuming some delay in commencing work Board are willing + - - - - - - - - - - - - - - - - to ensure consideration Simla Conference message ends. Views of this Government shall be communicated as early as possible.

R. No. 15—500-30-7-97.

No. 532 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

Simla

5th August 1897.

Sir,

In my letters Nos 530 R and 532 R of this date I have addressed you on the subject of the Madura Paumban and Tuticorin-Quilon references in the accompanying copy of a letter from the Agent of the S. I. Ry No 753 dated the 22nd July 97, I am now desired to address you on the subject of the Palghat-Dindigul reference. My telegram No 178 dated the 23rd July 97 will have already put you in possession of the substance of the Company's offer.

2. This Government is not in a position to consider the question of the agency to which the Palghat-Dindigul railway should be entrusted, in time for the approaching conference. Neither is the time ripe for such consideration, for it seems scarcely possible that this particular line can under any circumstance find a place for early construction in the railway programme for all

India, which is referred to in the Budget discussion in the Gazette of India Part VI of the 27th March 97, and in the Hon: Mr. Trevor's memorandum.

3. As the Government of India are doubtless aware the Madras Ry Co are strong competitors with the S.I. Ry Co for the concession to make and work this branch. The recent relaxation of the restrictions which made it undesirable that the Madras Ry Co should raise debentures also make it possible that, on due consideration of the course of trade, it may be thought wiser to entrust it to them. There seems to be some reason to believe that the tendency of the flow of trade is towards the West Coast ports, and with the early extension of the Madras Ry System to Cannanore, and later perhaps to Cochin this tendency may in time become emphasized.

4. Again there are other considerations, viz, the comparative unimportance of a break of gauge as a toll upon traffic as compared with the advantages of a cheap metre gauge line and the possibility of its being found advisable to complete the through metre connection with Nanjanud via Dindigul, Sodanur, Mettapolium, and Satyamangalam instead of via Erode. These and other considerations require looking into, and the case cannot therefore be ready for presentation to the Government of India

for some time to come.

5. The Madras Railway Company have now again sent in a very strong remonstrance against any concession being made to the S. I. Railway Company for the Erode Satyamangalam branch, on the grounds that a Nanjanpet connection will tap traffic now coming on their line at Bangalore to such an extent that they, or rather their State guarantors, will be losers to the extent of ten lakhs per annum. This matter when thoroughly enquired into shall form the subject of a separate communication: but the fact that it has some bearing on the question of the best agency for the construction of an extension north west from Dindigul is of influence with this Government in causing it to desire to defer the consideration of the Palghat Dindigul connection for the present.

6. I am desired to add that in view of the heavy incidence on the State of the Madras Railway's guarantee and its benefits to the shareholders, also of the certainty of important additions to their system enhancing the price which ten years hence will have to be paid for their property; in view also of the high construction estimates habitually put forward by that Company, and of the comparative difficulty of controlling either the cost of their work or their revenue expenditure or their freight rates, this Government is not disposed to accord to them undue sympathy for the invasion of their territory by their metre gauge rival. It is not so much, therefore, considerations of what is due to the Madras Railway Company as of what is necessary for the easement

of the flow of trade that have induced His Excellency the Governor in Council to desire that the Palghat Dindigul question should be laid aside for the moment.

7. I am therefore instructed to recommend that the South Indian Railway Company's offer, in so far as it concerns the Palghat-Dindigul section, should be refused for the present, but 'without prejudice', as it may perhaps be thought fit to reopen the question hereafter.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) F-J.E.Spring

Jr Secy to Govt Pub Works Dept

(A. & M. I.)

No. 9085/898

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 16th Septr. 1897

CONSULTING ENGINEER FOR RAILWAYS. RECEIVED 18 SEP 1897 MADRAS.

16 or 9

From

The Ag. Agent and Manager.
M. R. C.

To

98 05

The Consulting Engineer for Railways.
Madras.

SIR,

Fit 7115
21/9/97
Secy

Adverting to my letter No. 9096/654, dated 12th July 1897, I have the honor to forward a copy of a petition received this day from the merchants and ryots of Dharapuram Taluq urging the early construction of the proposed extension from Palghat or Podanur to Dindigal by this Company.

In para 3 of the petition it is stated that if the Madras Railway Company are not disposed to Construct this link, overtures will be

be made to the South Indian Railway for the construction of a branch line from Dharapuram to Karur, a station on that Company's System.

16/8

Attention is invited to the fact that this Company have already requested the Government to favorably consider their application to undertake the Podanur-Dindigal extension and I shall be glad to learn with reference to your letter No. 2567 of 7th August 1897, if the Government are now prepared to express their views on the subject of this project.

I have the honor to be,
Sir,
Your most Obedt. Servant

Henry Cleveh

Ag. Agent & Manager

Dlc 6

C.E. 4067
Rec'd 18.9.97

MADRAS RAILWAY.

From

To The Agent and Manager.

The Consulting Engineer
for Railways.

Dated

Recd.

No.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
10 SEP 1897
MADRAS.

To,

The Agent and Manager,

Madras Railway Company,

M a d r a s.

1658/C

Most honored Sir,

We, the undersigned Merchants and ryots of Dharapuram Taluq, in Coimbatore District, most respectfully and humbly beg to bring to your honor's kind consideration the following few lines hoping that we may be blessed with success.

1. We have been corresponding with your Department and with Government of India and that of Madras for about 12 years about the urgent necessity of constructing a branch line of Railway from Poda--nur or Palaghat to Dindigal through Dharapuram, fully explaining the many advantages and benefits to be derived from the heavy goods and passenger traffics of the said Dharapuram which was once the seat of a District Collector and a Judge and which still retains its import--ance in traffic, etc. though it is now a Taluq having a population of about 15000 with a large area of wet cultivation. People residing in Mysore and other places also own lands in this place. To ascertain the above facts the Madras Government, at the early part of the cur--rent year , deputed Mr. Taylor, the Assistant Traffic Manager at Arkondm, who accordingly came and stationed here for many days and took notes personally visiting many important places through which the proposed line might be taken. We hear that he has submitted to the Government through your honor a very elaborate and favourable report about the proposed line to be taken thro' Dharapuram with a branch

line from Dharapuram to Tirupur thro' Palladam Taluq. In this case, the line touches the most important Taluqs i.e. Pollachi, Udumalpet, Dharapuram, Palani and Palladam which are undoubtedly fit for open-ing the first class stations on the point of heavy traffics. To our repeated Memorials and Petitions to Government and to your Depart-ment and lastly to the Assistant Traffic Manager's report, no de-finite answers have as yet been received.

2. But, however, the Government of India, in their letter P. W. D. No.49 R.C. dated 13th January 1896, replied that they agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for the proposed line. We now urge that it is high time for your honor at present scarcity to order to begin the construction of the same and the people in general would find easily their means of sustenance at a time when the living is too dear, so that we may be relieved of difficulties and inconveniences we have been experiencing for a long time for want of a Railway communication in this important place.

We further beg to bring to your honor's notice that the Government, at our request, has recently opened a Telegraph line to this place which is working in a very satisfactory manner.

3. If your honor is not inclined to undertake the said line, we are going to move the matter in the S. I. R Company in order to open a branch line to Dharapuram from Karur through which Station most of the Madras goods have now been received here at a cheaper rate.

(No. 12.) 5,000-15-3-88.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

(No. 12.)

5,000-15-3-88.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

4. Under these circumstances, we most respectfully and humbly pray your honor will be pleased to issue necessary orders to begin the work of the line in question in preference to any other as soon as possible and put an end to our long felt grievan-ces.

16/2 Sf

We have &c,

(Sd) D. R. Ramachandra Rao and Others.

(True Copy)

Ag: Agent & Manager.

ENG. DEPT. TO E. R'S. O. No. 4067 OF 1897
LETTER NO. 898 DT. 16-9-97
FROM Am

SERIAL No. 64

No. 1746 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

THE JOINT SECRETARY TO THE GOVT. OF MADRAS,
P. W. D., RAILWAY BRANCH.

Simla, the 22nd October 1897.

SIR,

I am directed to acknowledge the receipt of your letters marginally quoted, on the subject of the proposals of the South Indian Railway Company, for the construction and working of the following proposed railways—

No. 530 R., dated 5th August 1897.
No. 532 R., dated 5th August 1897.
No. 533 R., dated 5th August 1897.

(1) Madura-Paumban, 100 miles in length and estimated to cost Rs. 42 lakhs.

(2) Tinnevelly-Quilon :—

British section, 45 miles, Rs. 24 to 25 lakhs.

Travancore section, 58 miles, Rs. 76 lakhs.

(3) Palghat-Dindigul, 115 miles in length and estimated to cost Rs. 85 lakhs.

2. The proposals of the Board of the South Indian Railway Company contemplate the undertaking *en bloc* of the three lines, Madura-Paumban, Palghat-Dindigul and the British portion of the Tinnevelly-Quilon as integral parts of that Company's system. The Board are also willing to construct the Travancore section of the Tinnevelly-Quilon Railway at actual cost and work it on behalf of the Travancore Durbar for 50 per cent. of the gross receipts, provided that the cost of maintenance for the first two years after opening is charged to capital.

3. In your letter No. 530 R., dated 5th August 1897, you say with regard to the Madura-Paumban line that His Excellency the Governor in Council does not lose sight of the disadvantages attaching to the proposal made by the South Indian Railway Company for financing this extension, *viz.*, that if it is to form an integral part of the South Indian Railway, it must wait for a place in the general programme for all India, but you urge that if it is possible to give it a very early place in that programme, it may be borne in mind that the Government of Madras would much prefer that it should be so constructed rather than be entrusted to a Branch Line Company.

4. As regards the British Section of the Tinnevelly-Quilon Railway, the same preference is expressed in your letter No. 532 R., dated 5th August 1897; *viz.*, that, unless the exigencies of the general programme make it impossible to allow the South Indian Railway Company to construct it until after the expiry of say another two years, it will for all reasons be far preferable to adopt this method of financing the scheme, but that if the general exigencies should cause

(No. 12.)

MADRAS RAILWAY.

5,000-15-3-88.

From

The Agent and Manager

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

considerable delay in the commencement of the work, the Government of Madras would then urge that the South Indian Railway Company be given every encouragement to form a Subsidiary Company for its construction and working under the rebate terms of Public Works Department Resolution No. 514 R. C., dated 17th April 1896.

As to the Travancore Section, you suggest that there would presumably be no opposition on the part of the Travancore Durbar, who had already accepted the proposal of the Government of India to underwrite the proposed guarantee by the Government of India in so far as it applies to the Native State Section, to similarly underwrite a corresponding British guarantee offered to a Branch Line Company owning the British Section of the Railway.

5. Lastly, as regards the Palghat-Dindigul Line, the Government of Madras recommend, for the reasons advanced in your letter No. 533 R., dated 5th August 1897, that the offer of the South Indian Railway Company in so far as it concerns this project should be refused for the present, but without prejudice to the reopening of the question of its construction hereafter.

6. I am now to inform you that these proposals of the South Indian Railway Company and the views of the Government of Madras thereon, have been carefully considered by the Government of India together with the recommendations of the Railway Conference which has just concluded its sittings at Simla under the Presidency of His Excellency the Viceroy.

7. I am to say that while the Government of India are fully aware of the advantages offered by the proposals of the South Indian Railway Company, which are supported by the Government of Madras, for constructing the Branch Lines connected with the South Indian Railway in British territory as integral parts of that Railway, His Excellency the Governor General in Council desires to again impress on the Government of Madras and upon the South Indian Railway Company that, having regard to the existing engagements of the Government of India which have received the approval of Her Majesty's Secretary of State, there is no prospect whatever of all the lines referred to in this correspondence being included in the ordinary programme of railway construction for the next two years.

8. It was after a full consideration of the proposals that had previously been made for the construction and working of the Tinnevelly-Quilon Railway, which are virtually identical with those now put forward by the South Indian Railway Company, and of the limitations of the ordinary Railway programme, that the Government of India addressed the Government of Madras in their letter No. 1304 R. C., dated 2nd September 1896, on the subject of this railway, and explained the arrangements which appeared to His Excellency the Governor General in Council to be best calculated to secure the early construction of the line under conditions which would be most equitable to all the parties interested.

I am now to say that after further consideration of the present views of the Government of Madras, the Government of India adhere to the opinion already formed that the proposals made in their letter of the 2nd September 1896, No. 1304 R. C., although not offering any direct advantages in respect of the division of surplus profits, were not inequitable to the South Indian Railway Company, and were such as His Excellency the Governor General in Council had hoped that the Government of Madras would support in the reasonable interests of the Travancore Durbar, which interests would appear to have been overlooked in the proposals now made by the Board of the South Indian Railway Company and recommended by the Local Government.

9. As regards the Madura-Paumban Railway, with letter No. 1958 R. C., dated 22nd December 1896, the Government of Madras were furnished with a copy of a Despatch (No. 95 Ry., dated 15th October 1896) from the Secretary of State intimating that the provisional concession granted to Messrs. Wallace Brothers for the construction of this Railway had lapsed, and you were informed that the orders of the Secretary of State were not understood to restrict the undertaking of this line to the direct agency of the South Indian Railway Company

with funds to be supplied by the State. These funds the Government of Madras were reminded were limited and it was indicated that there was little chance of any being available for this railway until after 1899, but that it might be carried out at an earlier date upon branch line terms by a Company subsidiary to the South Indian Railway Company.

With a subsequent letter, No. 552 R. C., dated 5th April 1897, the Government of Madras were furnished, for favour of opinion, with an application from Messrs. Best & Co., Madras, for a concession for the construction of this line upon branch line terms. The Government of Madras replied in your letter No. 277 R., dated 22nd April 1897, that as there was no chance of funds being available before the end of 1898-99, nor of the South Indian Railway Company being authorised to issue State guaranteed debentures, they were strongly of opinion that the best course would be for the South Indian Railway Company to promote the formation of a subsidiary branch company for the construction and working of the Madura-Paumban Line on terms acceptable to both Companies and to Government, without the intervention of Messrs. Best & Co., or any particular firm of promoters.

You were informed in letter No. 837 R. C., dated 20th May 1897, that the Government of India had no objection to the Board of the South Indian Railway Company being invited to consider the above proposal of the Government of Madras, as alternative to Messrs. Best & Co.'s application, but you were at the same time reminded that if the proposed subsidiary company had any direct financial connection with the South Indian Railway Company, except through the rebate clause of the branch line terms, the scheme would have to wait for a place in the railway programme for all India.

Simultaneously with the receipt of your letter No. 530 R., dated 5th August 1897, conveying the offer of the Board of the South Indian Railway Company to undertake this and the other lines *en bloc* as integral parts of the South Indian Railway, intimation was received from Messrs. Best & Co. that they had been informed by the Board of the South Indian Railway Company of their willingness to join that firm in their scheme for the formation of an independent subsidiary company for the construction and working of the Madura-Paumban Railway on branch line terms, and that the Board had also communicated this information to the Secretary of State.

10. With the foregoing explanatory remarks, I am to communicate the decision of the Government of India upon the collective proposals submitted by the Board of the South Indian Railway Company in their telegram of July 1897 to their Agent (a copy of which was received with the latter's letter No. 753, dated 22nd July 1897), for dealing *en bloc* with the three lines—

Palghat-Dindigul.

Madura-Paumban.

Tinnevelly-Quilon.

11. *Palghat-Dindigul.* The Government of India, while disposed to favour the construction of a metre gauge rather than a standard gauge railway through that district, are unable at present to pass any orders in regard to this scheme which requires careful consideration in many aspects and in the light of information not yet available.

12. *Madura-Paumban.* As already explained and reiterated in paragraph 9 above, unless the South Indian Railway Company definitely accept some such arrangement as that proposed by Messrs. Best & Co., the construction of this line in the immediate, or even near future, is entirely out of the question and it must therefore wait for a place in the general programme for all India, which so far as can be foreseen may not be found for many years to come, a result which the Government of India would view with much regret.

13. *Tinnevelly-Quilon.* As also explained in the foregoing paragraph 8 the Government of India still prefer the arrangements previously proposed by them that the Tinnevelly-Quilon Railway, should be constructed upon the Branch line terms. As, however, those arrangements do not appear

to meet with the approval of the Board of the South Indian Railway Company, and as their alternative proposal for the construction of the British portion of this line as an integral part of the South Indian Railway, even though that course may involve some delay in commencing the work, has the support of the Government of Madras, I am to say that, recognizing the necessity for meeting the legitimate wishes of the Travancore Durbar for the development of their country, and with the desire to meet so far as possible the views of the Government of Madras and of the South Indian Railway Company, the Government of India are willing to see this line undertaken on the following modified conditions, provided that the Travancore Durbar assent to them and that the South Indian Railway Company also accept them.

The Government of India are prepared to recommend to the Secretary of State that the South Indian Railway Company should raise the whole of the money required for the construction of the entire line from Tinnevelly to Quilon at 2½ per cent. in sterling under the guarantee of the Government of India, the Travancore Durbar underwriting that guarantee to the extent of the cost of the line in their own territory, and that the South Indian Railway Company should construct the whole line including the rolling-stock at cost price and then work it on completion as a portion of their existing system at the same rate of working expenses as obtains on their whole line including the branch Railway and other branches which may hereafter be added to it, the cost of maintenance for two years after opening being debited to capital.

Any surplus profits obtained by working the branch on the above conditions would, after deducting the share payable to the South Indian Railway Company, be divided as originally proposed between the Government of India and the Travancore Durbar in proportion to the lengths of the sections of the line in their respective territories. Under these arrangements assuming that, including rolling-stock and maintenance for 2 years, the British section will cost Rs. 28½ lakhs for 45 miles, the Travancore section Rs. 83½ lakhs for 58½ miles, the capital will be raised by the South Indian Railway Company at 2½ per cent. and the working expenses of the South Indian Railway will remain nearly stationary, the results to the Government of India, the Travancore State and the South Indian Railway may be expected to show a loss in the third year after the opening of the line, as explained in Case I below, to be superseded a few years later according to the moderate estimate contained in Case II, by surplus profits divisible between all parties :—

	Case I.	Case II.
	Per mile per week.	Per mile per week.
	Rs.	Rs.
Estimated gross earnings Travancore State section ..	50	100
Ditto ditto British ...	115	175
Estimated gross receipts of the whole branch line...	4,21,000	7,14,000
Ditto net ditto ditto ...	1,85,000	3,14,000
Deduct interest charges	2,80,000	2,90,000
Estimated surplus profit of the whole branch line ...	—95,000	+24,000
Ditto share Travancore State	—71,000	+11,000
Ditto share Government of India	—20,000	+9,000
Ditto share South Indian Railway about ⅙ surplus or deficit.	—4,000	+4,000

These results, which are worked out on the supposition, that Rs. 4 lakhs of extra capital for the rolling stock will be required in Case II, and that the

South Indian Railway will share the net deficit as against Government and the total surplus profit in the usual proportions, show that the possibility of the South Indian Railway incurring serious loss will be very small indeed whilst the liabilities incurred by the Travancore Durbar will not be unduly burdensome to that State which will still obtain a large share of the high traffic returns expected from the British section of the line.

It will also be noticed that in the calculations no account is taken of the incremental traffic brought into the main line of the South Indian Railway the earnings from which it has not been found possible to estimate.

14. I am also to say that the Government of India in agreeing to the modified conditions proposed in the last paragraph for the Tinnevelly-Quilon Branch wish it to be clearly understood that the arrangements made for the construction of this and the Madura-Paumban Railway must stand or fall together; they are not disposed to consider any proposals for the construction of the latter which do not contemplate that the former should also be put in hand almost simultaneously.

15. The Government of India regard themselves as pledged by the proposals made in their letter No. 1304 R. C., dated 2nd September 1896, and accepted by the Travancore Durbar, to use their best endeavours to carry the scheme for the construction of the Tinnevelly-Quilon Railway through at an early a date as possible, upon terms that will not be inequitable either to the South Indian Railway Company or to the Durbar, and they are therefore prepared, with a view to ensure this, to admit the cost of the British portion of the scheme within their general programme of railway construction, and will endeavour to find the funds for it within the next two years. It must, however, be understood that the concessions now made are final and the largest that the Government of India are prepared to make, and I am to express the hope of His Excellency the Governor General in Council that they will meet with the support of His Excellency the Governor of Madras in Council, and will also be acceptable to the Travancore Durbar and to the South Indian Railway Company.

16. In conclusion I am to request that the further views of the Government of Madras, the Travancore Durbar and the South Indian Railway Company may be communicated to the Government of India as soon as possible.

I have the honour to be,

SIR,

Your most obedient Servant,

T. GRACEY, Colonel, R.E.,

Offg. Secretary.

Documents accompanying.

Nil.

G. C. Press, Simla.—No 1021 P. W. D.—23-10-97—81.

Proceedings of the Board of Revenue
(Revenue Settt, Land Record and Agriculture)

No 4802 mis dt 2nd July 1897.

Read again Board's Proceedings No 3331 miscellaneous dated 12th May 1897.

Read the following letter from the Tahsildar of Dharapuram to the Collector of Coimbatore, Dis No 1107/Rev dt 8th June 1897.

With reference to your order N-Q-O-C No 1830 A/Rev of 97 dated 19th May 1897, I beg to report that in the year 1892-93 the traffic on road leading from Karur to Pollachi via Dharapuram at the junction with the road from Karur to Palni and Dindigul was registered. The traffic from Karur to Dindigul and Palni and from Pollachi to Dindigul and Palni and vice versa were registered.

In December 1895 the President D.C. Board, Coimbatore, ordered to furnish a statement showing the traffic to and from Palni registered at Dharapuram during the year 1892-93. The statement giving the above information

Proceedings of the Board of Revenue
(Revenue, Land Records & Agriculture)

No 5718 Mis dy 23rd July 1897

Read the following letter from the Chairman, Dharapuram Union to the Collector of Coimbatore dated 16th June 1897.

5718

In reply to your memo, reference on C No 1830B/31-5-97, I have the honour to submit that the figures referred to in column 2 of the statement attached to the memo under reply do not seem to have been given by me under my signature and that they were given by the merchants on a rough estimate with no accounts to support the figures.

Read also the following endorsement thereon from the Collector of Coimbatore Dis No 2161/Rev dated 23rd June 1897.

Submitted to the Secretary to the Commissioner of Revenue Settlement, Land Records & Agriculture, Madras, in continuation of this Office R.O.C No 1830C/Rev of 97, dated 16th June 1897.

Resolution.

Recorded pending the receipt of the

for the explanation from the Tahsildar of Dharapuram called for in Board's Proceedings dated 2nd July 1897, No 4802 mis.

× Copy attached.

(True Copy & Extract)
(Sd) L.R. Brackley
Famine Secretary

To the Collector of Coimbatore.

(True Copy)
(Signed) L.R. Brackley
Famine Secretary

Proceedings of the Board of Revenue
(Revenue Sett, Land Record & Agriculture)
No 7787 mis dy 22nd September 1897

Read again Board's Proceedings No 2543 mis dated 5th April 1897.

Read again Board's Proceedings No 5713 mis dated 23rd July 1897.

× Copy attached
537

Read also the following letter from the Tahsildar of Dharapuram to the Collector of Coimbatore, Dis No 1846/Rev dated 28th August 1897.

With reference to your Endorsement, Ref on Current No 157/Boy of 97, dated 12th July 1897, I beg to explain as follows: —

2. The order calling for the statement under reference was received from the President, District Board, in December 1895, and my predecessor who was then in Office gave instructions for the preparation of it. The statement was then compiled by one Venkataramaier, the late Taffie Clerk, who was then at Kangayam, and submitted to the President, District Board. When replying to your memorandum, Ref on Cur No 1880 A/Rev of 97, dated 19.5.97, I had to see

the statement. It was found to contain figures relating to the traffic that was carried from Dharapuram to Palni and Vice Versa. This fact was reported to you in my letter No. 1107 Rev' dy 8.6.97.

3. This statement was not furnished by me to the Assistant Traffic Manager Mr Taylor, but the Union Chairman who took it from this office for some information appears to have handed over the same to that gentleman when he had been here.

4. Mr Taylor when he came here, last year, convened a large meeting of merchants &c with the help of the Chairman and explained to them the object of his visit to the place. I was also asked by him to be present at the meeting and he then showed me the statement and said that the figures given therein were not correct. I was unable to explain the inaccuracy, or otherwise of the figures and stated that I could not check the figures without the help of the person who compiled it from the Traffic Registers. Thereupon, Mr Taylor said it was all right and that he could go on without it. So I thought he did not want anything further to be done with the statement. To the best of my memory he never wanted from me a revised statement and if he had wished to have one, he could have written to me, I have not received any letter from him on the subject.

5. The maund-age in the statement was given in Indian maunds of 82 2/7 lbs and not in Madras maunds of 25 lbs as stated by the Assistant Traffic Manager as would appear from the foot note to the statement furnished to the President &c Board.

Read also the following endorsement thereon from the Collector of Coimbatore Dis No. 3039 Rev, dy 2nd September 1897.

Submitted to the Secretary to the Commissioner of Revenue Settlement, Land Record & Agriculture, Madras with reference to its Proceedings Rec No. 4802, dy 2d July last.

Resolution.

From the correspondence read above it appears that the Assistant Traffic Manager, Madras Ry, obtained incomplete figures from an informal source and misinterpreted the information he obtained, by calculating a maund at 25 lbs

- 3.68

instead of 82 2/7 lbs.

2. Complete statistics of traffic having been already furnished to the Traffic Manager, Madras Railway, there is no need of any further action.

(True copy + Extract)

(Signed) L. E. Buckley
Famine Secretary

To all

The Secretary to Govt. Rev Depn
" Traffic Manager, M Ry
" Collector of Coimbatore.

Public Works (1897) Department.

CURRENT No. 6375

From The Board of Revenue
(Revenue Sett, Land Records & Agri)
Madras

No. 7787 misc

Dated 22nd September 1897.

Received

Registered

Enclosures

Spare copies

Govt Order misc No 5347 dy 14th Oct 1897.

Transferred to the Rev Board (Ry Branch) in continuation of Govt no 1963 Rev dy 10th April 1897.

(Signed) G Stokes
Ag Secretary to Govt

B

No 871 R dy 28-10-97.
Recorded.

SUBJECT.

Remarking on the criticism of the Assistant Traffic Manager, Madras Ry, regarding the statistics of Road traffic registered at Dharapuram in 1892-93.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

G.O., No. 1021 R., 23rd November 1897.

NOVEMBER.

Palghat or Podanur-Dindigul Railway

Endorsement from the Revenue Department forwarding papers relating to the direction which the produce of the country around Dindigul is likely to take in the event of the — being opened, recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Memorandum from the Joint Secretary to Government, Public Works Department, Railway Branch, to the Secretary to Government, Revenue Department, dated Ootacamund, 29th July 1897, No. 967 D.

The undersigned has the honour to request that the Revenue Department will kindly ascertain from the Collectors of Malabar, Coimbatore and Madura the route which the produce of the country around Dindigul is likely to take, whether towards Madras or to Calicut, Cannanore and Cochin, in the event of the Palghat or Podanur-Dindigul railway being constructed.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 8885, dated 3rd November 1897.

Read—again Board's Proceedings, Mis. No. 6065, dated 3rd August 1897, forwarding to the Collectors of Malabar, Coimbatore and Madura, for very early report, G.O., Mis. No. 3972, dated 30th July 1897.

Read—again Board's Proceedings, Mis. No. 6735, dated 23rd August 1897, recording, pending receipt of replies from the Collectors of Coimbatore and Madura, the following letter from the Collector of Malabar, No. 1991/Pub., dated 16th August 1897:—

In reply to Board's Proceedings, Mis. No. 6065, dated 3rd instant, I have the honour to state that it is very difficult for me in this district to express an opinion. I have ascertained from the stationmaster at Calicut that we get very little from Dindigul at present except cigars. But in view of the fact that Dindigul will be brought much nearer to Calicut by the opening of the proposed railway than it is to Madras, it is only reasonable to suppose that a considerable portion of the goods now sent to Madras from Dindigul for transhipment by sea will then be sent to Calicut.

Read—again Board's Proceedings, Mis. No. 7617, dated 14th September 1897, recording with remarks the following letter from the Collector of Coimbatore, dated 9th September 1897, Ref. on C. No. 115 K./B. & G.:—

With reference to Board's Proceedings, Mis. No. 6065, dated 3rd August 1897, I have the honour to report that in the event of the Palghat or Podanur-Dindigul railway being constructed, the produce of the portion of this district nearest to Dindigul is likely to take the route towards the northern and eastern districts except a few products, such as chillies, tobacco, cotton and ghee, which will be taken towards Calicut, Cannanore and Cochin.

Read—also the following letter from the Collector of Madura, dated 29th October 1897, Dis. No. 4088:—

In reply to the Board's Proceedings, Mis. No. 6065, dated the 3rd August 1897, I have the honour to state that the route which the produce around Dindigul will take, in the event of the Palghat or Podanur-Dindigul railway being opened, is towards Calicut. The distance from Dindigul to Madras *viâ* Cuddalore is 306 miles by rail and *viâ* Erode to Calicut is 316 miles. If the proposed railway is constructed, the distance between Dindigul and Calicut will be reduced to nearly 180 miles and, as Calicut becomes the nearest port for the articles exported from Dindigul to Europe, much of the produce around Dindigul now sent to Europe *viâ* Madras and Tuticorin will go by the new line to Calicut. Very little information could be obtained from the railway station as to present traffic, but the chief articles now sent to Madras which may be expected to be diverted to Calicut are hides, skin and cigars. Coffee will go to Calicut and also, probably, much of the grain for Bombay that now goes *viâ* Tuticorin.

Resolution—Mis. No. 8885, dated 3rd November 1897.

The papers read above will be submitted to Government, Revenue Department, with reference to its order, Mis. No. 3972, dated 30th July 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

No. 2077, Revenue.

Forwarded to the Public Works Department, Railway Branch, with reference to its memo., No. 967 D., dated 29th July 1897.

FORT ST. GEORGE,
12th November 1897.

(Signed) G. STOKES,
Secretary to Government.

ORDER—No. 1021 R., dated 23rd November 1897.

Recorded.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

Form No. (2.)

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH. No. 65

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

No 64

Letter from the Government of India, Public Works Department, dated 22nd October 1897, No 1746 R-C.

-

Order thereon No 1031 R dy 25. 11. 97

The Government of India will be addressed with regard to the Palghat (or Podanur) Dindigul Railway.

5390

SECRET
No. 66

From - The Govt of Madras, Pro. D Rly Mch
To - The Govt of India, Pro D, Calcutta

No 1032 R dy 25-11-97

I am directed to acknowledge the receipt of your letter No. 1746 R-C dated the 22nd October 1897, and in reply to those parts of it which refer to the Palghat (or Podanur) - Dindigul line, to convey the acceptance of His Excellency the Governor of Madras in Council of the Government of India's decision to defer for the present the passing of orders in regard to this scheme.

2. Meanwhile enquiries are in progress as to the course of trade in the Districts interested, and when the proper time arrives for reopening the question of the construction of a railway, sufficient evidence will, it is hoped, be forthcoming to prevent a mistake being made.

(No. I.)

No. 9085

28

228

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 10th January 1898.

From

Late for person linked file

The Agent and Manager,
Madras Railway

To

The Consulting Engineer for Railways,
Madras

SIR,

With reference to correspondence on the subject of the proposed Podanur. Dindigul extension ending with my Letter No. 9085/898 of the 16th September last. I have the honor to enquire if the Government will sanction the making of a survey of the proposed line by this Company and whether if sanction is given, the estimates are to be prepared for a line on the metre or Standard gauge.

If the extension is constructed on the metre gauge system the question of converting the line between Podanur and Nettapalaiyam from standard to metre gauge may require consideration. May I ask you to kindly read the letters which have passed regarding this project, noted in the margin.

I have the honor to be,
Sir,
Your Most Obedt Servt.

Agent and Manager.

6 Cons: Engr. to A.T.M. 47/0 d/ 6.6.94.
7 A.T.M. to Cons: Engr. 6025/455 d/ 11.6.94.
12 Secy to A.T.M 903 d/ 27.7.94
15 A.T.M. to Cons: Engr: 6025/706 d/ 8.8.95
17 Cons: Engr to A.T.M 88/0 d/ 13.8.96
18 A.T.M to Cons: Engr 6025/769 d/ 28.8.95
23 Cons: Engr to A.T.M 3624 d/ 13.11.95
35 A.T.M to Cons: Engr: 604 d/ 14.7.96.
40 " 9025/1074 d/ 30.11.96
57 " 9085/898 d/ 16.9.97

Cor. Podanur Dindigul Madras Railway's proposals

Podanur Dindigul Ry

(No. I.) 5000-15-3-88.

No. 9085/465

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

SERIAL No. 71

MADRAS, 22nd April 1899.

2125
24.4.99

238

RECEIVED 24 APR. 1899 CONSULTING ENGINEER FOR RAILWAYS MADRAS

From

The Agent and Manager,

Madras Railway Company,

To

Coccatoo

The Consulting Engineer for Railways.

Madras.

SIR,

Today 24/4

Serial No 1 of Metre gauge Conversion Case. Previous correspondence Case Podanur Dindigul Ry.

With reference to my letter No. 9085/28 dated the 10th January 1898, I have the honor to state that as the Government of India has decided that the Standard Gauge line between Podanur and Mettupallayam is not to be disturbed I now again raise the question for Constructing a line of Railway to Dindigul on either the Standard or Metre gauge as the Government may direct. Possibly poli-tical reasons may demand a Stand-ard gauge railway to Dindigul and in this case the construction of the Standard gauge link from Podanur to Dindigul may be so much added to the through length of Standard gauge connection

connection between Peshawar and Jaunben and Ceylon.

So long as we work the Nilgiri Branch on the Standard gauge it would undoubtedly lead to economy if trains could run through between Mettupallaiyam and Dindigul.

The Madras Railway is willing to lay down either a Standard or Metre gauge line between Podanur and Dindigul and to raise money by debentures for praying for such a line if it is the wish of the Government of India that the Agency of the Madras Railway be used..

The territory we claim is in the sphere of the Madras Railway and we hope that the interests of the Madras Company will not be overlooked..

I have the honor to be,
Sir,
Your most obdt. Servt.,

Agent & Manager..

Encl: nil

SERIAL
No. 72

Ootacamund, 27th April 1899.

My dear Moss,

Why do you not propose to Government that you should make a survey for a metre gauge branch from Podanur in the direction of Dindigul ? not straight, but deliberately seeking all the towns worth going to from which you now derive traffic. You might propose not to go to Dindigul but to go as far in the direction of it as seems to be within your own sphere of influence, that is as far as will suffice to pick up all that traffic which seeks the West Coast but not far enough to give the appearance of your wanting to tap that cotton &c., that goes south eastward to the South Indian Railway.

See Taylor's traffic report. You might propose to make and work the 60 or 70 miles on Calicut-Cannanore terms, or if preferred on some modification of them of the nature of the recently suggested Cochin terms, though these latter would not be applicable, because your people would have to raise the money by debentures.

Report says that we are on the eve of a forward railway policy now that the Viceroy has got hold of the Railway portfolio, and I should like you to nip in sharp before it leaves his hands.

I think that you will probably find, on reading previous letters of your Board's that you have sufficient warrant for applying to be let make the survey without waiting to refer to them again. What do you think?

Yours sincerely,

(Signed) Francis J. E. Spring.

MADRAS RAILWAY.

From The Agent and Manager, M. R. Co.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

Form No. 1.

No. 16/6

GENERAL No. 73

Madras, 28th April 189 9.

Reminders.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. RY.

~~,, ,, S. I. RY.~~

,, ,, H. H. THE N. G. S. RY.

,, ,, AND CHIEF ENGR., N. RY.

,, ,, S. M. RY.

,, ENGR.-IN-CHIEF, B. M. RY.

~~,, MANAGER, E. C. RY.~~

250

Reply No.

dated

SIR,

I have the honour to acknowledge the receipt of your letter No. $\frac{9085}{465}$ S.71. dated 22nd April 99. suggesting that the Madura R. C. should propose to make the Podanur Dindigul R. on either the standard or the metre gauge as Government may direct.

2.- You are wrong in thinking that the Govt. of India have decided that the standard gauge line between Podanur and Mukerpallam is not to be disturbed. At least nothing is known here of any such decision. The only reference to their conclusion on the subject of the West-Podanur metre gauge extension & conversion feeling which has yet reached me is contained in the Govt. of India's telegram ordering that "with a view to conversion hereafter" the Calicut Beypore branch is to be constructed as economically as possible.

Form No. 1.

Reminders.

Reply No.——

dated——

No. 10/0

SERIAL No. 73

Madras, 28th April 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. RY.

~~" " S. I. RY.~~

" " H. H. THE N. G. S. RY.

" " AND CHIEF ENGR., N. RY.

" " S. M. RY.

" ENGR.-IN-CHIEF, B. M. RY.

~~" MANAGER, E. C. RY.~~

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SIR,

I have the honour to acknowledge the receipt of your letter No. $\frac{9085}{465}$ S.71 dated 22nd April 99. suggesting that the Madras R. C. should propose to make the Podanur Dindigul R. on either the standard or the metre gauge as Government may direct.

2.— You are wrong in thinking that the Govt. of India has decided that the standard gauge line between Podanur and Palghatcherri is not to be disturbed. At least nothing is known here of any such decision. The only reference to their conclusion on the subject of the West-Podanur metre gauge extension & conversion Policy which has yet reached me is contained in the Govt. of India's telegram ordering that "with a view to conversion hereafter" the Cabinet Palghatcherri branch is to be constructed as economically as possible.

I can only give my opinion though as yet there are no official grounds for the opinion except the instruction just received that this Govt. considers and interim scheme is accepted as in a scheme to be brought into force on the completion of the existing lines of the Madras Ry. Co. in 1907.

3.- Has the country which would be tapped by a feeder to the Madras Ry. from Podanur through Palladam, Udamalpet, and Palni, (either the Madras Ry. system of influence) is in my opinion fit for a metre and not for a standard gauge railway, no proposal is likely to have any support unless it is for a metre gauge line, such a line should go Whether, though to Dindigul, or to Dharapuram, or as to Palni: is a matter for you to think out: but so far as I can judge I think you would be wise to propose at first not to enter the sphere of influence of the S.I.Ry. at all. Such a branch if 60 miles in length might be worked by you just as the Cochin line would be worked.

4.- It seems to me that the communications which have already passed between you and your Board on the subject of your undertaking metre lines rather than that they should fall into the hands of the S.I.Ry. Co. would warrant you in now making a straight proposal to start making the Podanur Palni, (or Podanur Dharapuram) branch on the metre gauge. Mr. Taylor's Report and previous surveys ought to enable you to come forward with proposals very soon. There are many economic reasons why the branch should go on simultaneously with the Cochin and Coimbatore branches.

Yours &
FHS
28/4/99

Despd 28/4/99

(No. I.)

No. 9085

5000-15-3-88.

S. 80

797

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 4th July 1899.

E. R. Gld 17.7.99

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways.
Madras.

SIR,

Scinde 73

With reference to your letter No. 10/C. of the 28th April last, I have the honor to inform you that I addressed my Board on the subject on the 18th May. Copy of my letter enclosed and I beg to send you a Copy of the reply I have received. para 18 of letter No. 997 of the 2nd ultimo. It will be observed that the Board intend considering the subject carefully in due course and upon hearing further from them I will communicate again with you.-

I have the honor to be,
Sir,
Your most obdt. Servt.

Encls 2 & Add.

Agent & Manager.

2 To Eko ero 3364/99
4-7-99

1 To Eko ero 3364/99
4-7-99
Ans

Extract from a letter to the Secretary No. 2411 dy. 10-5-99.

Proposed line from Podanur to Dindigul.

21. With reference to para. 15 of letter No. 2409, with which I forwarded to you a copy of my letter to the Consulting Engineer, No. 465, dated the 22nd April 1899, in regard to the construction of a line of railway from Podanur to Dindigul either on standard or on metre gauge; I now beg to enclose for the instructions of the Board a copy of the Consulting Engineer's reply, No. $\frac{10}{O}$, dated the 28th ultimo. I invite the Board's attention in connection with this subject to para. 15 of their letter No. 970 and to previous correspondence.

As the Board are aware, it was originally proposed to extend the standard gauge system from Podanur to Dindigul, the line being regarded as an extension of the Mettupalaiyam-Podanur Branch, and it being regarded as an economical measure to work engines and trains through between Mettupalaiyam and Dindigul.

Later, under the scheme of conversion suggested by the Madras Government, the Podanur and Dindigul line it was proposed to construct as a metre gauge line. It is understood that there is a proposal now under consideration for extending the standard gauge to Paumben, to connect with the Ceylon standard gauge, placing the important naval base at Trincomallee in direct communication with the Indian standard gauge system.

The Board have now to consider whether the Podanur and Dindigul line should be laid on the standard or metre gauge; and if on the standard gauge, whether it is prepared to extend the standard gauge system still further east to Paumben, or whether an alternative system of reconverting the Erode-Trichinopoly line as a standard gauge system and extending the same system to Paumben commends itself in preference to laying a standard gauge line between Podanur and Dindigul.

I have not received an official advice of the proposal with regard to the Erode-Paumben standard gauge line, but I have been informed that some such proposal has been put forward for consideration; and before I can move in the matter here, I desire to know what the Board's wishes are.

June 1[illegible] submitted, among other proposals, [illegible] Pollachi to Dindigul on either gauge at the option of [illegible] Government in G.O., No. 467 R., dated 7th June 1888, when dealing with these proposals, ordered that the surveys and estimates previously prepared should be handed over to the Madras Railway with a view to the preparations of estimates for the broad gauge, the break being at Dindigul and not at Palghat. Government

I can only opine, though as yet there are no official grounds for the opinion except the instructions just referred to, that the Govt's conversion and extension scheme is accepted as a scheme & no longer as

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

2 To Eng. Corr. 3364/99
797 4-7-99
Attn

n8 Sp

Extract from a letter from the Secretary No. 997 dy-2-6-99

Proposed line from Podanur to Dindigul.

4

18. Adverting to paras. 15 of 2,409 and 21 of 2,411, with which you enclose for the instructions of the Board copy of correspondence with regard to the proposed construction of a line of railway from Podanur to Dindigul, I am to inform you that they find it difficult to express a decided opinion in respect to this proposed line, until the question of gauge is decided by the Government of India.

The Board will bear the subject in mind, however, and consider it carefully in due course.

[illegible] favourable consideration was referred to paragraph 9 of Secretary [illegible] G.O. 75 R., dated 13th July 1871, and was informed that nothing [illegible] advanced called for a reconsideration of that official's views that "there must be far stronger reasons than have yet been adduced for encircling with railway communication a tract not 90 miles in length by 60 miles in width."

In G.O., No. 718 R., dated 28th November 1877, the Collectors of Malabar, Coimbatore and Madura were called on for opinions as to route and probable remunerative results and were directed to furnish statistics, reports, &c. Their replies are embodied in G.O., No. 750 R., dated 8th August 1878, and on them His Grace the Governor decided that, though the line was of great local importance, construction should stand over.

In 1883 a Mr. Brearey applied to the Secretary of State for certain concessions and offered to construct the line. This proposal was declined (G.O., No. 1438 R., dated 14th December 1883). Mr. Brearey then made another application which was refused by Secretary of State (G.O., No. 1106 R., dated 19th November 1884). In 1885, the Engineer-in-Chief, Madras State Railway Surveys, was called on to prepare a preliminary report and estimate which was submitted in 1887. In G.O., No. 127 R., dated 17th February 1888, the Government of India, in compliance with its request, was furnished with the views of the Board of Revenue on the line, having regard to its famine protective capabilities. In His Excellency the Governor's minute, embodied in G.O., No. 188 W., dated 17th January 1888, reference is made in paragraph 18 to this line, where His Excellency "was not in a position to hold out hopes that funds would be available within any reasonable period;" the Consulting Engineer notes regarding this paragraph—"The Government of India have stated that they can promise no financial support."

In letter No. 466, dated 11th May 1888, embodied in G.O., No. 467, dated 7th June 1888, the Agent and Manager, Madras Railway, instructed by his Board, submitted, among other proposals, one to construct and work a line from Palghat *viâ* Pollachi to Dindigul on either gauge at the option of Government. The Local Government in G.O., No. 467 R., dated 7th June 1888, when dealing with these proposals, ordered that the surveys and estimates previously prepared should be handed over to the Madras Railway with a view to the preparations of estimates for the broad gauge, the break being at Dindigul and not at Palghat. Government

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd. *No.*

No. 875 Ry, 8th August 99 / 6 June

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Note by Captain A. D. G. Shelley, R.E., Deputy Consulting Engineer for Railways, Madras, dated 8th March 1891.

Palghat-Dindigul Railway.

General history of the project.—The construction of a branch line to connect Dindigul with some point on the Madras Railway, west of Erode, was first brought forward in a note by the Consulting Engineer for Railways, No. 216, dated 16th July 1869. At that time the route to be followed by the southern extension of the South Indian Railway was not decided, but, on the assumption that the line would be taken to Madura direct, the suggestion was advanced that a branch should be constructed from Madura to Coimbatore through Dindigul. The Consulting Engineer's report was not disposed of until the route to be followed by the southern extension had been fixed to be from Trichinopoly *viâ* Dindigul to Madura, when the branch line from Dindigul was recommended for the Government of India's favourable consideration. In reply, the Local Government was referred to paragraph 9 of Secretary of State's despatch No. 75 R., dated 13th July 1871, and was informed that nothing then advanced called for a reconsideration of that official's views that "there must be far stronger reasons than have yet been adduced for encircling with railway communication a tract not 90 miles in length by 60 miles in width."

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In letter No. 466, dated 11th May 1888, embodied in G.O., No. 467, dated 7th June 1888, the Agent and Manager, Madras Railway, instructed by his Board, submitted, among other proposals, one to construct and work a line from Palghat *viâ* Pollachi to Dindigul on either gauge at the option of Government. The Local Government in G.O., No. 467 R., dated 7th June 1888, when dealing with these proposals, ordered that the surveys and estimates previously prepared should be handed over to the Madras Railway with a view to the preparations of estimates for the broad gauge, the break being at Dindigul and not at Palghat. Government

further considered the line desirable, but questioned its financial prospects proving favourable. The Government of India in letter No. 282 R.C., dated 10th April 1889, decided that the proposed extensions must be deferred until more favourable conditions can be proposed for their construction. In relation to certain new works at Palghat station, it was suggested to the Government of India in letter No. 1285 R., dated 28th August 1890, that the time had now come for deciding the gauge of the Palghat-Dindigul Branch. The Government of India deferred giving a decision until the new station at Palghat is actually contemplated.

2. *Object of the line.*—The Palghat-Dindigul Branch, if constructed, would serve the double object of a famine protective and a possibly remunerative line. It would traverse the taluks of Palghat, Pollachi, Udamalpet, Dharapuram, Palni and Dindigul, the four latter of which suffered severely during the famine of 1877–78, the deaths registered among persons under gratuitous relief varying from 1,045 in Dharapuram to 2,894 in Pollachi.

3. The following statement, showing the areas and population of the taluks which would be traversed by the line, is extracted from the Board of Revenue return embodied in G.O., No. 127 R., dated 17th February 1888 :—

Taluk.	Collectorate.	Area. SQ. MILES.	Population.
Palghat	Malabar	613	342,454
Pollachi	Coimbatore	710	172,909
Udamalpet	Do.	583	128,640
Dharapuram	Do.	835	226,270
Palni	Madura	910	192,290
Dindigul	Do.	1,071	337,470

4. The taluk of Pollachi, situated in the extreme south-west of Coimbatore district, is noted for its fertility, climate, and scenery. At Pollachi town, containing 5,082 inhabitants, a large weekly market is held. Cloth, brass, copper vessels, rice and pepper are brought from Malabar and cotton, tobacco, chillies, gram, &c., are exported in return.

5. The town of Udamalpet is a small seat of trade, but thousands of carts laden with cotton from the southern taluks of Coimbatore pass through on their way to Tinnevelly during the season.

6. The town of Dharapuram is situated within a few hundred yards of the Amaravati river; it is said to be very ancient and has the remains of an old fort. It is a large well built town with good streets and has a fair trade in country produce, but has no special industry. Roads from every quarter converge on the town and there is a good weekly fair.

7. At Palni there is a celebrated shrine.

8. The line would apparently tap a fair local traffic and serve a large interchangeable trade between its termini. It would further lead to the opening up of the Palni hills to commercial enterprise. There seems no doubt that the line would be of great value, but accurate statistics of trade are necessary before it can be decided whether it would pay a fair dividend on its estimated cost of, say, 68½ lakhs.

9. *Alignments and estimates.*—The line would run through a gap in the Western Ghâts between the Nilgiris and the Anamalais hills and surmount the water-shed, in which rises the Ponani, flowing west to the Arabian sea, and the Amaravati, an affluent of the Cauvery. An ascent of over 1,000 feet above Palghat will be necessary to get over this water-shed. From the summit a descent will be made into the valley of the Amaravati, which river will be crossed near Dharapuram or Palni as may hereafter be decided. In reaching Dindigul the valleys of several tributaries of the Amaravati must be crossed. There are two proposed routes, one *viâ* Dharapuram, and the other *viâ* Palni. The latter is the superior from an engineering point of view and about seven miles shorter, being 100⅔ miles against 107⅔. The mileage rate of both routes on the metre gauge has been estimated at Rs. 63,530, giving for the Palni line a total cost of Rs. 63,95,353 and for the Dharapuram Rs. 68,40,136.

No. 875 Ry. Dated 8th August 1894.

Extract from G.O., No. 467 Ry. dated 7th June 1888.

* * * * *

7. The surveys and estimates of the proposed line from Palghat to Dindigul will be handed over to the Agent and Manager, Madras Railway, in view to the preparation of approximate estimates on the broad gauge; but no expenditure should be incurred in making further surveys. If this line be constructed by the Madras Railway, it should, in the opinion of Government, be on the broad gauge, the break of gauge being at Dindigul instead of at Palghat. There is no doubt that such a line is desirable, and the only question is whether it is likely to pay.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund 6th June 1894, No. 47/O.

I have the honour to forward, herewith, a map in which the Palghat-Dindigul line is shown in pencil and to inquire, with reference to certain memorials praying for the construction of the line in question, whether you will be so good as to give your opinion on the proposed or any other alignment, as it is understood the Podanur-Dharapuram route has been investigated.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 11th June 1894, No. 6025/455.

I have the honour to return the map sent to me with your 47/O of the 6th instant from Ootacamund and to enclose for your information copy of a report submitted by the Company's Traffic Canvasser on the 19th November 1888.

2. I am disposed to think that for traffic purposes the proposed line should pass from Dindigul *viâ* Dharapuram and Pollachi to Podanur, and that it should be constructed on the standard gauge and form part of the Madras Railway system.

3. In connection with this subject I would refer you to paragraph 7 of G.O., No. 467 R. of the 7th June 1888.

4. The bulk of the traffic from Pollachi will consist of timber; and as this commodity finds its market to the north-east it will be cheaper and more direct for the traffic to pass *viâ* Podanur than *viâ* Palghat.

5. Then again if the line is extended eastwards from Podanur the engines and rolling-stock engaged on the Mettupalaiyam Branch which are now confined to purely local trains can be utilised on the through journey from Mettupalaiyam to Dindigul.

6. I am of opinion too that for public convenience Dindigul, Dharapuram and Pollachi should be connected direct with the important junction at Podanur.

7. We have available borrowing powers more than sufficient to construct this railway and as the last loans taken up by my Directors in London were secured at the low interest rate of 3 per cent. it would, it seems to me, be a wise measure to open out by railway communication a well cultivated district, such as a railway from Dindigul to Podanur would pass through.

ENCLOSURE.

From—The Traffic Canvasser.
To—The Traffic Manager, Madras Railway Company.
Dated—Madras, 19th November 1888.

In obedience to your orders I arrived at Palghat by train, and proceeded from thence to Pollachi by cart visiting the following villages situated *en route*. The distance between these two points is 28 miles:—

Paray, situated 7 miles east of Palghat, is a minor village. Thanary which is one-and-half mile from Paray is a religious place for the whole of Malabar natives and is greatly visited during New Moon, Audi and Deepavally feasts on account of a religious bull hewn out of a rock from which sacred water continually flows. Adjacent to Paray are two villages called Kakathodoo

No. 875 Ry. Dated November 1897.

Extract from G.O., No. 467 Ry. dated 7th June 1888.

* * * * *

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Enclosure.

From—The Traffic Canvasser.
To—The Traffic Manager, Madras Railway Company.
Dated—Madras, 19th November 1888.

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Paray, situated 7 miles east of Palghat, is a minor village. Thanary which is one-and-half mile from Paray is a religious place for the whole of Malabar natives and is greatly visited during New Moon, Audi and Deepavally feasts on account of a religious bull hewn out of a rock from which sacred water continually flows. Adjacent to Paray are two villages called Kakathodoo

and Vadakodu about 2 miles distance, at these places a good deal of palmyra jaggery is manufactured and carted to Palghat to be railed to Madras for some of the leading firms there. A shandy is held weekly at Paray, the principal produce being paddy which is carted to Palghat station and thence railed to the Malabar district.

Colunjaparay is 7 miles east of Paray, contains a population of about 2,000 inhabitants and is the principal centre for timber traffic. The timber which is produced there and the adjacent villages within a radius of 4 miles is carted and sent to Pollachi, Palghat and Kanayakod. The principal produce is paddy, tobacco and grain; these are carried by road to Pollachi and Palghat, a weekly fair which falls on Wednesday at which a large gathering assembles.

Mannur is a minor road side village of very little importance and is 7 miles east of Colunjaparay and contains about 60 houses and is the largest of 3 or 4 villages which lie surrounding. Much goods traffic cannot be expected from this village.

Pollachi 7 miles east of Mannur in the Coimbatore district, contains about 4,458 inhabitants, the head-quarters of the Tahsildar and Sub-Registrar. It also contains a local fund hospital and a school. Traffic to a considerable extent is carried on at this place. The shandy which is held every Thursday is attended by a vast number of people and is a remarkable one. The principal traffic which consists of timber, wet skins, tobacco, chillies, grain, gingelly seeds, pulse and paddy are brought in very large quantities by carts from the surrounding villages which are within a radius of about 6 miles and are exported to Udamalpett, Palni, Dharapuram and Dindigul and also to Palghat and Coimbatore. Anamalais hills which is about 8 miles from Pollachi supplies large quantities of timber, and I was informed by the Tahsildar that Rs. 80,000 was sanctioned by Government to lay a road from the hills to their Government depot which is erected in this place to facilitate and increase this traffic. Bamboos are also brought down in large quantities from Anamalais to be exported to different places. This is the residence of wealthy merchants. Large bazaars are also kept. The inwards traffic is iron, salt, piece-goods, twist and sundries, all from Madras, Salem, Erode and Coimbatore *viâ* Podanur and Coimbatore. Betel-nuts, dry ginger, dates from the Malabar district *viâ* Palghat from thence they are carted to Pollachi. Two of the adjacent villages named Ramapatnam and Ootakalle are wealthy zamindaries.

Gomungalam 10 miles east of Pollachi. This is a very fertile country for the growth of cotton which is exported in large quantities to Coimbatore, Pulladam and Tirupur for the cotton presses there; from whence they are pressed in bales and railed to Madras. Cotton in large quantities is also sent by country carts to Dindigul from whence they are exported by rail (South Indian Railway) to Madura, Sattur, Veruduputty and Tuticorin. The other produce of this place is garlic, cummin seeds, tobacco, chillies, grain and pulse, which are also exported in large quantities to Pollachi, Coimbatore, Udamalpett, Palni and Dharapuram. There are also some villages within a radius of three miles which produce much cotton and a somewhat similar traffic as above.

Udamalpett 7 miles east of Gomungalam in the Coimbatore district and contains according to the last census 8,627 inhabitants and is the head-quarters of the Tahsildar, Sub-Registrar and District Munsif and also some other Government officials. There are also a local fund hospital and a Government school. The weekly fair is held on Mondays and is largely attended. The country produce is jaggery, vendium, cummin-seeds, mustard, tobacco and all sorts of grain and paddy. Cotton is also grown to a certain extent. The people are very wealthy and in points of traffic and richness of country this compares very favourably with Pollachi. Gram and paddy which are brought in large quantities to the weekly shandy from the adjacent villages within 8 miles distance are collected by merchants of this place and sent by country carts to Tirupur to be exported by rail to Salem, Erode and Karur by means of their agents at Tirupur who are paid a commission of 4 annas for each cart-load. Cotton also is sent to Tirupur for the cotton press by country carts for exportation by rail to Madras and country carts to Dindigul to be railed to Madura, Veruduputty and Tuticorin. Tobacco and chillies are sent to Coimbatore and Palghat by country carts. The inwards traffic which is also very great consists of betel-nuts, pepper, cheakoy, dry ginger, twist, piece-goods, iron and salt; these are contributed by Palghat and Madras, Palghat supplying betel-nuts, pepper, dry ginger and cheakoy by carts, while piece-goods, iron, twist and salt are railed from Madras to Tirupur and from thence carted into this place.

Madathakolam at 10 miles from Udamalpett has about 300 houses, a shandy is held weekly on Saturdays, very little traffic here between this and Palni hills; at about 2 furlongs from Madathakolam a river called Amaravati intercepts the road the breadth of which is about 80 feet, the current during the monsoons is very strong, this river is not always in flood. I had to cross it over donies which are kept for the purpose. I was informed that a bridge erected by the local fund board was washed away 15 years ago and still they are unable to erect one on account of the very strong current which is experienced. Water comes down the hills bringing with it large trees, &c.

Palni hills, 12 miles from Madathakolam; a little before entering this place, about a mile distance, a river called Shunmuganathee crosses the trunk road; its breadth is about 60 feet. A bridge similar to the Amaravati river was washed away on the same day as that described above (Amaravati) and is the taluk of the Madura district. The head-quarters of Tahsildar and

some other Government officials. The population according to last census is 13,315 and a very large temple is erected at Palni hills which is resorted to by vast number of pilgrims from all parts of India, the natives of Malabar forming the major portion of pilgrims. Four feasts are held yearly called Kundasasti, Brahmaoothsavam, Car feast and Vasunthavoochavam. The first named falls in November, 2nd in February, 3rd in April and the 4th in May, at which a large concourse of people attend. The number of pilgrims will far exceed the number who usually resort to the Tirupati feast on our line. Rich Natukota merchants reside here and carry on an extensive trade in piece-goods which are largely brought from the cotton weaving places, viz., Madura, Tinnevelly, Salem *viâ* Dindigul and Tirupur by country carts. The principal production is paddy, gingelly-seeds, chillies, grain and pulse, which are exported to Madura *viâ* Dindigul and other places, situated between Palni and Pollachi. The inwards traffic is also very great. Timber is received from Pollachi by carts. Iron, piece-goods and twist from Madras *viâ* Dindigul, salt from Negapatam *viâ* Dindigul.

Satharaputty is 10 miles east of Palni hills and contains about 500 houses. Principal produce is grain, cotton and pulse. Grain and pulse is forwarded to Dindigul and Palni, while cotton is sent to Madura, Sattur, Virudupatti and Tuticorin. Close to this village is the zemindary of Ayakudi. A mile and a half from Satharaputty commences the Verupauchee ghaut, the extent of which is about 3 furlongs and is laid with a fairly good road descending very steeply. At the base is situated a small village called Verupauchee at which a shandy is held weekly and it is about 10 miles distance from the Kodakanals. The latter place produces coffee, cardamoms, mace. The produce of Verupauchee is celebrated sweet plantains which are largely exported to Palni and Dindigul. Half a mile from Verupauchee a river called Nunganjee crosses the place and it is about 50 feet broad. A local fund bridge which was erected in 1841 is still in good order.

Palakanath, situated 10 miles from Satharaputty, is a minor village with about 100 houses. The produce is tobacco, grain and gingelly-seeds which are exported to Palni, Udamalpet and Dindigul.

Vadiputty, 6 miles from Palakanath and one mile from the trunk road, a weekly fair is held every Wednesday and contains about 200 houses. There is also a choultry called Rediyar chatharam close to the road. The produce is cotton, tobacco, grain, which are exported to Dindigul by country carts and from thence cotton is railed to Madura, Sattur, Virudupatty and Tuticorin. Three miles after Vadiputty there is a small river called Mangaray, its breadth is about 30 feet, it is in flood only during rainy season, 2 miles off this river is another river named Kodavanar, the breadth of which is about 30 feet, there are no bridges for these two rivers.

Dindigul is situated 9 miles off Vadiputty, with a population of 14,182 according to the last census and is the head-quarters of Tahsildar, Assistant Collector, Munsif and Sub-Registrar and one of the taluks of Madura district. There are a Government school and a local fund dispensary. The chief productions are paddy, grain, tobacco, chillies, gingelly-seeds and cotton in small quantities; exports all the above productions to different directions, except cotton which is sent to Virudupatty, Sattur and Madura by South Indian Railway. Imports betel-nuts, pepper-water and dry ginger from Malabar side to Palghat by rail and thence to Dindigul by country carts. Iron, piece-goods and sundries by South Indian Railway from Madras, salt from Negapatam by South Indian Railway. I returned back from Dindigul to Podanur *viâ* Dharapuram and the following are the stations lying between Vadiputty described already. Palakanath described already.

Kosavaputty is 10 miles distance from Palakanath and contains about 2,000 inhabitants; a weekly fair on Sundays is held and is attended by large number of people from villages surrounding it. Principal produce is all sorts of grains, tobacco, cotton, castor-seeds and pulse. These are exported to Dharapuram and Dindigul.

Parumagovindenvalasoo which is 11 miles from Kosavaputty has about 100 houses and is close to the local fund road which lead to Dharapuram; provisions are obtained from Dharapuram and Kosavaputty shandies.

Dharapuram which contains a population of 6,620 inhabitants is 11 miles from Parumagovindenvalasoo, 33 miles from Tirupur and 22 miles from Karur, and is a place of much importance; this was at one time the head-quarters of Coimbatore district, but owing to high winds experienced here this was converted into a taluk, Coimbatore having been made the head-quarters, here are Tahsildar's cutcherry and a local fund dispensary. Several villages containing wealthy cultivators are attached to this taluk. A shandy is held weekly and is largely attended. Principal productions—paddy, tobacco, gingelly-seeds, grain and pulse, chillies and jaggery. These are exported to Erode, Salem, Vellore and Madras *viâ* Tirupur. To Palni, Udamalpet and Pollachi by country carts and to some stations on the South Indian Railway viâ Karur. This place is noted for ghee which is sent in large consignments to leading merchants in Madras and Coimbatore *viâ* Tirupur. Imports salt, iron, piece-goods and sundries from Madras *viâ* Tirupur. Here is Amaravati river which lies between Paramagovindenvalasoo and Dharapuram and is at a distance of one mile from the latter station. Its breadth is about one furlong. At present it is in freshes and I had to cross it on small donics.

Karathalavoo is a small village, 13 miles away from Dharapuram and has about 200 houses. The produce is grain, paddy and pulse which are sent to Udamalpet and Pollachi by country carts. Udamalpet described already. Gomungalam described already. Pollachi described already.

Kaliyananputhur is situated 5 miles from Pollachi, the surrounding villages of which four or five which are largely populated and well afford a great deal of passengers and goods traffic.

Kanathakadavoo, 6 miles from Kaliyananputhur, a shandy is held weekly on Sundays. The principal produce, chillies, tobacco, gingelly-seeds, grain and pulse; these are sent to Coimbatore and Pollachi in country carts. This trade is carried to a considerable extent.

Oothakalmandapum is situated 4 miles from Kanathakadavoo and contains about 500 houses, the traffic is similar to Kanathakadavoo. Chillies are grown abundantly here and are sent to Madakarai.

Podanur is situated 7 miles from Oothakalmandapum.

Valamputty which is situated between Dharapuram and Palni is 10½ miles away from both these stations; it has a population of about 869 and is noted for ghee. Merchants at Dharapuram collect mostly from this and its adjacent villages for despatch to Madras *viâ* Tirupur. I beg to submit for your consideration that there are three routes to Dindigul, viz., first from Palghat to Dindigul direct (102 miles), second Palghat to Dharapuram and Dharapuram to Dindigul as surveyed by Government (114 miles), third Podanur to Dharapuram, Dharapuram to Palni and Palni to Dindigul (118[miles).

No. 1 *route* touches Palni but does not pass through Dharapuram which is a place of importance as will be seen from the particulars given about it. This route up to Pollachi is rocky with uneven and rugged roads. There are also steeps and streams in several places besides between Madathakolam and Palni, a distance of 11 miles two rivers named Amaravati and Shunmuganathi have to be crossed.

No. 2 *route*, the same remarks as number 1 route applies to this up to Pollachi. The disadvantage in this route besides the one between Palghat and Pollachi is that it does not touch Palni, the importance of which place has been given in detail.

No. 3 *route*.—All the way from Podanur the road is better than number 1 route and also the streams are very few. This route touches both Dharapuram and Palni and avoids one of the two rivers mentioned in number 1 route. If this line is adopted I am of opinion that the sources of income from goods and passengers traffic will be good and the line will afford every facility to passengers coming from Mettupalaiyam :—

STATIONS AND DISTANCE.

No. 1 *route*—	MILES.
Palghat to Paray	7
Palay to Kolanjamparay	7
Kolanjamparay to Mannur ...	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet ...	7
Udamalpet to Madathakolam ...	10
Madathakolam to Palni	12
Palni to Satharaputty	10
Satharaputty to Palakanath ...	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	102

No. 2 *route*—	MILES.
Palghat to Paray	7
Paray to Kolunjaparay	7
Kolunjaparay to Mannur	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalovoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Parumagovindenvalasoo.	11
Parumagovindenvalasoo to Kosavaputty.	10
Kosavaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	114

No. 3 *route*.—	MILES.
Podanur to Oothakalmandapam ...	7
Oothakalmandapam to Kanathakadavoo.	4
Kanathakadavoo to Kaliyananputhur ...	6
Kaliyananputhur to Pollachi	5
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalavoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Valamputty	10½
Valamputty to Palni Hills	10½
Palni Hills to Satharaputty	10
Satharaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	118

Karathalavoo is a small village, 13 miles away from Dharapuram and has about 200 houses. The produce is grain, paddy and pulse which are sent to Udamalpet and Pollachi by country carts. Udamalpet described already. Gomungalam described already. Pollachi described already.

Kaliyananputhur is situated 5 miles from Pollachi, the surrounding villages of which four or five which are largely populated and well afford a great deal of passengers and goods traffic.

Kanathakadavoo, 6 miles from Kaliyananputhur, a shandy is held weekly on Sundays. The principal produce, chillies, tobacco, gingelly-seeds, grain and pulse; these are sent to Coimbatore and Pollachi in country carts. This trade is carried to a considerable extent.

Oothakalmandapum is situated 4 miles from Kanathakadavoo and contains about 500 houses, the traffic is similar to Kanathakadavoo. Chillies are grown abundantly here and are sent to Madakarai.

Podanur is situated 7 miles from Oothakalmandapum.

Valamputty which is situated between Dharapuram and Palni is 10½ miles away from both these stations; it has a population of about 869 and is noted for ghee. Merchants at Dharapuram collect mostly from this and its adjacent villages for despatch to Madras *viâ* Tirupur. I beg to submit for your consideration that there are three routes to Dindigul, viz., first from Palghat to Dindigul direct (102 miles), second Palghat to Dharapuram and Dharapuram to Dindigul as surveyed by Government (114 miles), third Podanur to Dharapuram, Dharapuram to Palni and Palni to Dindigul (118[miles).

No. 1 *route* touches Palni but does not pass through Dharapuram which is a place of importance as will be seen from the particulars given about it. This route up to Pollachi is rocky with uneven and rugged roads. There are also steeps and streams in several places besides between Madathakolam and Palni, a distance of 11 miles two rivers named Amaravati and Shunmuganathi have to be crossed.

No. 2 *route*, the same remarks as number 1 route applies to this up to Pollachi. The disadvantage in this route besides the one between Palghat and Pollachi is that it does not touch Palni, the importance of which place has been given in detail.

No. 3 *route.*—All the way from Podanur the road is better than number 1 route and also the streams are very few. This route touches both Dharapuram and Palni and avoids one of the two rivers mentioned in number 1 route. If this line is adopted I am of opinion that the sources of income from goods and passengers traffic will be good and the line will afford every facility to passengers coming from Mettupalaiyam:—

STATIONS AND DISTANCE.

No. 1 *route*—	MILES.
Palghat to Paray	7
Palay to Kolanjamparay	7
Kolanjamparay to Mannur ...	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet ...	7
Udamalpet to Madathakolam ...	10
Madathakolam to Palni	12
Palni to Satharaputty	10
Satharaputty to Palakanath ...	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	102

No. 2 *route*—	MILES.
Palghat to Paray	7
Paray to Kolunjaparay	7
Kolunjaparay to Mannur	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalovoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Parumagovindenvalasoo.	11
Parumagovindenvalasoo to Kosavaputty.	10
Kosavaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	114

No. 3 *route.*—	MILES.
Podanur to Oothakalmandapam ...	7
Oothakalmandapam to Kanathakadavoo.	4
Kanathakadavoo to Kaliyananputhur ...	6
Kaliyananputhur to Pollachi	5
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalavoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Valamputty	10½
Valamputty to Palni Hills	10½
Palni Hills to Satharaputty	10
Satharaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	118

Karathalavoo is a small village, 13 miles away from Dharapuram and has about 200 houses. The produce is grain, paddy and pulse which are sent to Udamalpet and Pollachi by country carts. Udamalpet described already. Gomungalam described already. Pollachi described already.

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Oothakalmandapum is situated 4 miles from Kanathakadavoo and contains about 500 houses, the traffic is similar to Kanathakadavoo. Chillies are grown abundantly here and are sent to Madakarai.

Podanur is situated 7 miles from Oothakalmandapum.

Valamputty which is situated between Dharapuram and Palni is 10½ miles away from both these stations; it has a population of about 869 and is noted for ghee. Merchants at Dharapuram collect mostly from this and its adjacent villages for despatch to Madras *viâ* Tirupur. I beg to submit for your consideration that there are three routes to Dindigul, viz., first from Palghat to Dindigul direct (102 miles), second Palghat to Dharapuram and Dharapuram to Dindigul as surveyed by Government (114 miles), third Podanur to Dharapuram, Dharapuram to Palni and Palni to Dindigul (118[miles).

No. 1 *route* touches Palni but does not pass through Dharapuram which is a place of importance as will be seen from the particulars given about it. This route up to Pollachi is rocky with uneven and rugged roads. There are also steeps and streams in several places besides between Madathakolam and Palni, a distance of 11 miles two rivers named Amaravati and Shunmuganathi have to be crossed.

No. 2 *route*, the same remarks as number 1 route applies to this up to Pollachi. The disadvantage in this route besides the one between Palghat and Pollachi is that it does not touch Palni, the importance of which place has been given in detail.

No. 3 *route*.—All the way from Podanur the road is better than number 1 route and also the streams are very few. This route touches both Dharapuram and Palni and avoids one of the two rivers mentioned in number 1 route. If this line is adopted I am of opinion that the sources of income from goods and passengers traffic will be good and the line will afford every facility to passengers coming from Mettupalaiyam :—

STATIONS AND DISTANCE.

No. 1 *route*—	MILES.
Palghat to Paray	7
Palay to Kolanjamparay	7
Kolanjamparay to Mannur ...	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet ...	7
Udamalpet to Madathakolam ...	10
Madathakolam to Palni	12
Palni to Satharaputty	10
Satharaputty to Palakanath ...	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	102

No. 2 *route*—	MILES.
Palghat to Paray	7
Paray to Kolunjaparay	7
Kolunjaparay to Mannur	7
Mannur to Pollachi	7
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalovoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Parumagovindenvalasoo.	11
Parumagovindenvalasoo to Kosavaputty.	10
Kosavaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	114

No. 3 *route*.—	MILES.
Podanur to Oothakalmandapam ...	7
Oothakalmandapam to Kanathakadavoo.	4
Kanathakadavoo to Kaliyananputhur ...	6
Kaliyananputhur to Pollachi	5
Pollachi to Gomungalam	10
Gomungalam to Udamalpet	7
Udamalpet to Karathalavoo	10
Karathalavoo to Dharapuram	13
Dharapuram to Valamputty	10½
Valamputty to Palni Hills	10½
Palni Hills to Satharaputty	10
Satharaputty to Palakanath	10
Palakanath to Vadiputty	6
Vadiputty to Dindigul	9
Total ...	118

No. 875 Ry, 8th August 1899 November 1897.

Extract from letter from—The Secretary to the Board of Directors, Madras Ry. Co.
To—The Agent and Manager, Madras Railway.
Dated—61, New Broad Street, London, E.C., 27th July 1894, No. 903.

* * * * *

Re *extension from Palghat or Podanur to Dindigul.*

6. Another extension of the Madras Railway system, which has always been considered desirable, is a line from Palghat or Podanur to Dindigul. This was included among the projected extensions put forward in the Board's letter No. 794, dated 20th April 1888, was again referred to in their No. 804 of 2nd November 1888, and was discussed and disposed of in G.O., 26th April 1889, No. 465 R., Public Works. The subject was again alluded to in paragraph 14 of the Board's letter No. 843 of 28th November 1890, and the Government of Madras were specially urged to consider the proposal for these extensions, and the manner suggested by the Board in which the Capital for these undertakings could be raised.

7. The Board desire to repeat their proposal in respect of this line from either Palghat or Podanur to Dindigul.

8. It must be understood, however, that before the Board could consent to undertake the construction of this or any other extension, they must be satisfied, from the result of careful surveys and estimates, that the lines are such as could profitably be undertaken as additions to the Company's system, to form part and parcel of the Madras Railway.

9. Unless each extension can be reasonably expected to yield a net return on its own length sufficient to cover, or nearly so, the interest on the additional capital required for its construction, the Board feel that they would not be justified in sanctioning a proposal to construct such a line, as an addition to the Company's system.

10. The Board believe that the line to Dindigul has already been surveyed, plans and sections prepared, and an estimate formed of the cost as well as of the probable returns.

11. Being in possession of the Board's views on the subject, and after you have obtained the fullest information in respect to the matters abovementioned, you can submit with confidence the course you recommend for adoption.

———

Extract from letter from—The Joint Secy. to the Govt. of Madras, P.W.D., Ry. Br.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 23rd May 1895, No. 366 R.

* * * * *

Podanur or Palghat-Dindigul.—This line was first suggested in 1869, and the Collectors of the districts through which the line would pass were asked to report on its prospects; their reports are embodied in Proceedings of this Government, No. 750 R. of 8th August 1878. A preliminary survey with report and estimate was submitted by the Engineer-in-Chief, Madras Railway Surveys, in 1887. Two alternative routes were considered—one *viâ* Dharapuram, the other *viâ* Palni. The former, 107 miles in length, was estimated to cost on the metre gauge Rs. 68,40,000; the other, 100 miles in length, Rs. 63,95,000, the cost per mile, viz., Rs. 63,530, being the same for both. The opinion of the Board of Revenue on the necessity of the line from a famine protection point of view is embodied in Proceedings of this Government, No. 127 R., dated 17th February 1888. In 1888 the Board of Directors of the Madras Railway proposed to construct this, among certain other branches, either on the standard or metre gauge, whichever might be preferred by Government. The Local Government, in forwarding this letter to the Government of India (see G.O., Nos. 467 and 468 R. of 7th June 1888) considered that no further expenditure in surveys on this line should be incurred and remarked that the line, if constructed by the Madras Railway, should be on the standard gauge, the break of gauge being at Dindigul instead of Palghat and that though such a line was desirable it was a question if it would pay.

In a letter No. 1285 R., dated 28th August 1890, to the Government of India, the Government of Madras remarked that the time had arrived for deciding finally whether the line should be broad or metre gauge and that though it was doubtful whether the line would pay the interest on its capital, it would certainly pay indirectly through the increased traffic which it would bring to the Madras and South Indian Railways.

* * * * *

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 8th August 1895, No. 6025/706.

With reference to your letter No. 47/O. of the 6th June 1894, I have the honour to suggest that a survey of the proposed line from Podanur to Dindigul be undertaken during the next working season and that the route to be followed be that from Podanur through Polachi, Udamalpet and Dharapuram to Dindigul with a branch from Kathakolu to Palni—which is at foot of the hills, and about only 16 miles from Kodaikanal.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 13th August 1895, No. 88/O.

With reference to your letter No. 6025/706, dated 8th August 1895, suggesting that a survey of the proposed line from Podanur to Dindigul be undertaken during the next working season, I have the honour to request that I may be furnished with the following details :—

(i) Plan showing proposed route.
(ii) Probable cost of survey.
(iii) Whether the Madras Railway propose to bear the cost of the survey.
(iv) Whether the Board agree.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 28th August 1895, No. 6025/769.

With reference to your No. 88/O. of the 13th August 1895, I have the honour to send you a map showing—

(*a*) a line from Podanur to Dindigul *viâ* Dharapuram, 119 miles long ;
(*b*) an alternative direct line from Podanur to Dindigul with branch to Dharapuram, say 115 miles.

The latter is recommended as the most suitable route to take.

The cost of a final survey and section will be for scheme (*a*) Rs. 59,500 and for scheme (*b*) Rs. 57,500 at Rs. 500 a mile.

If the branch is constructed as part and parcel of the Madras Railway, the Company will of course bear the cost of the survey, but if the line is to be handed to a private company, then the cost of the survey should be borne by the Government or the private company.

The Board, in paragraph 14 of their letter No. 843 of the 28th November 1890 and in paragraphs 6—11 of this No. 903 of the 27th July 1894 have already viewed the extension of this Company's system to Dindigul favourably.

If the Government of India has finally decided that the Guaranteed Railways shall *not* be extended, then I shall be glad to learn on what conditions the Government will favour the construction of branch feeder lines to the Madras Railway system.

No. 875 Ry 8th August 1899. ~~November 1897.~~

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Dept.
Dated—Ootacamund, 18th September 1895, No. 586 R.

I am directed to forward a letter from the Agent, Madras Railway, regarding a proposed branch from Podanur to Pollachi, Udamalpet, Palni and Dindigul on the South Indian Railway.

2. The Agent proposes, with the concurrence of his Board of Directors, that the Company should bear the cost of a detailed survey provided that the Company may be allowed to construct this branch hereafter.

3. It will be noted that His Excellency the Governor in Council has, in letter No. 570 R., dated 10th September 1895, placed this branch and the Salem-Dindigul branch under the class of branch lines of less pressing importance than the Calicut-Cannanore and Shoranur-Cochin and Arcot-Ranipet branches of this railway.

4. Before calling on the Agent to submit reliable traffic estimates showing that these extensions are likely to yield a net return on the capital required for their construction, it appears desirable that the Government of India should notify what conditions they are prepared to favour.

5. I am to say that this Government is in favour of the Madras Railway Company constructing themselves such branches as can reasonably be shown to pay, and it is suggested that the issue of sterling debentures at 3 per cent. for permanent-way, &c., and 3½ per cent. silver debentures for Indian expenditure may be possible.

6. This is a lower rate of interest than was recommended in paragraphs 7 and 8 of letter from Madras Railway Company to Under Secretary of State, No. 7759, dated 19th March 1894 (G.O., No. 365 A.R., of 23rd May 1895), but looking to the present high rate quoted for the Company stock and the past half-year's increase of receipts, it appears justifiable.

7. I am therefore directed to ask for an early indication of the policy of the Government of India in respect to the construction of the branches of the Madras Railway.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
Dated—Simla, 25th October 1895, No. 1321 R.C.

I am directed to acknowledge the receipt of your letter No. 586 R., dated 18th September 1895, submitting a proposal by the Madras Railway Company for the survey and construction of a branch line from Podanur to Dindigul with an extension to Dharapuram.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the proposed extensions from Calicut to Cannanore and Shoranur to Cochin are of more importance than this branch, and that attention should, for the present, be directed to those two extensions, rather than to the making of surveys for fresh lines the prospect of constructing which is remote.

3. With regard to your enquiry as to the terms on which branches and extensions of the Madras Railway should be constructed, I am to say that the general question of railway extension by the agency of Companies is now under discussion with the Secretary of State, and that the Government of India is therefore unable to make any definite announcement on the subject at present.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—13th November 1895, No. 3624.

With reference to correspondence ending with your letter No. 6025/769, dated 28th August 1895, on the subject of the proposed survey of a branch line from Podanur to Dindigul with an extension to Dharapuram, I have the honour to inform you that, desirable as this line is, the construction of the Calicut-Cannanore and Shoranur-Cochin lines will, in the opinion of the Government of Madras, be sufficient to be taken in hand during 1896, and that a further survey costing Rs. 60,000 seems

scarcely justified at present. Meantime, the deputation of a traffic officer would, I think, be desirable to make exhaustive inquiries into the prospects of traffic and the claims of the different towns to be served for the information of yourself, your Board, and this office.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Dept.
Dated—Madras, 19th December 1895, No. 872 R.

I am directed to forward, herewith, for the orders of the Government of India, a petition from the inhabitants of Dharapuram praying for the construction of a railway from Podanur to Dindigul.

2. In connection therewith, I am to forward copy of a letter from the Consulting Engineer for Railways, Madras, to the Agent and Manager, Madras Railway, No. 3624, dated 13th November 1895, and to state that in the opinion of His Excellency the Governor in Council, Dharapuram would probably be best served by a branch from the line between Podanur and Dindigul, but that the time has not yet arrived to undertake a detailed survey of this line.

From—The Secretary to the Government of India, Public Works Dept.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 13th January 1896, No. 49 R.C.

I am directed to acknowledge the receipt of your letter No. 872 R., dated 19th December 1895, forwarding, for orders, a petition from the inhabitants of Dharapuram in which they pray for the construction of a railway from Podanur, *viâ* Dharapuram, to Dindigul.

2. In reply, I am to say that the Government of India agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for a line of railway from either Palghat or Podanur to Dindigul, and to add that the views of the Government of India on a similar proposal submitted by the Madras Railway Company were conveyed to you in Public Works Department letter No. 1321 R.C., dated 25th October 1895.

Extract from a letter from—The Agent and Manager, Madras Railway.
To—The Board of Directors, Madras Railway Company.
Dated—Madras, 8th July 1896, No. 2263.

Proposed line from Podanur to Dindigul.

* * * * *

14. With paragraph 17 of my letter No. 2227, I forwarded copy of a communication from the Consulting Engineer, No. 3624, dated the 13th November last, in which it was suggested that a Traffic officer might be deputed to make exhaustive enquiries into the prospects of traffic, &c. of the proposed line from Podanur to Dindigul. In compliance with this suggestion Mr. J. L. Taylor, Assistant Traffic Manager, was deputed to undertake the duty, and I now forward, herewith, for the Board's information, six printed copies of the report submitted by him. It will be observed from the report that Mr. Taylor is strongly in favour of a line from Podanur to Dindigul with a branch line from Udamalpet to Dharapuram. The total length of the line including the branch is 118 miles, and the Acting Chief Engineer states that the approximate cost of making a detail survey will be Rs. 500 per mile or Rs. 59,000 for the whole project. I shall be obliged if the Board will kindly accord their approval to the undertaking of the work at the cost mentioned above. To enable me to apply for the sanction of the Government of India without loss of time, I beg to suggest that the approval of the Board may be communicated to me by telegraph. The words "Dindigul sanctioned" will be understood to signify what is required. It is proposed to undertake this survey during the next cold season if the Government approve. The recent favourable concessions offered by Government to planters and others in acquiring land on the Anamalai Hills, the produce from which will be tapped by the proposed line, will materially add to its traffic, and there is every prospect of this important extension proving a valuable addition to the Company's system.

No. 875 Ry 8th August 99 NOVEMBER 1897.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 14th July 1896, No. 6025/604.

Adverting to correspondence ending with your letter No. 3624, dated 13th November 1895, I have the honour to inform you that, in compliance with the request contained in the latter part of the above letter, Mr. J. L. Taylor, Assistant Traffic Manager, was deputed to make exhaustive enquiries into the prospects of traffic on the proposed extension from Podanur to Dindigul, and I have now the pleasure to forward six copies of Mr. Taylor's printed report for your information.

2. It will be observed that Mr. Taylor recommends that the route to be followed should be from Podanur, through Pollachi, Udamalpet, Palni to Dindigul, the distance being 97 miles, with a branch from Udamalpet to Dharapuram, length 21 miles; or a total of 118 miles for the whole scheme.

3. The prospects of traffic are so highly spoken of that in the opinion of this office it is considered that a detail survey of this proposed extension should be undertaken during the next cold season. The Acting Chief Engineer estimates the cost of such a survey at Rs. 500 per mile or Rs. 59,000 for the whole project. The Board has been addressed on the subject, and requested to accord their sanction to the survey being undertaken, and as soon as I receive their reply, I will communicate with you with a view to soliciting the sanction of Government for the proposed outlay.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 30th November 1896, No. 9085/1074.

In continuation of this office letter No. 604, dated the 14th July last, I have the honour to enclose, for the information of the Government, ten printed copies of the Acting Chief Engineer's letter No. C./1395, dated the 30th October 1896, submitting an approximate estimate of the cost of a broad gauge line to Dindigul. The figures, it will be observed, are based on the particulars furnished by Mr. H. T. Geoghegan's report, a copy of which was kindly sent to me with your letter No. 3095, dated the 30th September 1896.

ENCLOSURES.

From—The Chief Engineer, Madras Railway.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 30th October 1896, No. C./1395.

Your No. 6025/9379 of 23rd ultimo. Only one survey, as far as I know, has been made for a narrow gauge railway from Palghat to Dindigul by Mr. D'Closet under the supervision of Mr. H. T. Geoghegan, a copy of whose report, dated April 1887, you have furnished me with, in which full particulars as to route followed, estimated cost, &c., will be found.

2. This metre gauge line ran from Palghat through the towns of Pollachi, Udamalpet, Dharapuram and Kallimandam to Dindigul, and was 108 miles long, estimated to cost Rupees 68,40,136, or Rs. 63,530 a mile. If the line were carried direct *vid* Palni to Dindigul, its length and cost, as stated by Mr. Geoghegan, would be 101 miles and Rs. 63,95,353.

3. The question of the cost of a standard broad gauge line over the same country having a ruling gradient of 1/100, the quantities being taken from Mr. Geoghegan's section, has been investigated rather fully, as shown in the accompanying schedules, the result being that its cost will be Rs. 99,214 a mile, say a lakh a mile, if fenced throughout and laid with our standard type of permanent-way, having passenger platforms to standard 3′ 0″ high and 600 feet long, and goods platforms 3′ 6″ high with loop lines of standard length. The cost of all English materials has been taken with exchange at Rs. 17-8-0 per pound.

4. A line from Podanur to Dindigul, 97 miles long, would at this rate cost about 97 lakhs, while the cost of a branch from Udamalpet to Dharapuram, 21 miles, would be about 21 lakhs, or in all 118 lakhs. If Government type of permanent-way, flat-footed rails on wooden sleepers be used, the cost per mile would be reduced to Rs. 89,116 a mile, and a still further reduction could be made by omitting fencing which would bring the cost down to Rs. 85,016 a mile, and a still further reduction could be made by omitting passenger platforms.

5. I may point out, however, that the Government Inspecting officer in his last report desires that the K. G. F. Railway should be fenced throughout at once, and says that passenger platforms should be built on the Ennur branch; these were made 1′ 0″ high only, at, I understand, the express desire of Government for the sake of economy; so that it appears hardly safe to cut down expenditure too much in the first instance by lowering platforms and omitting fencing, &c.

No. 875 Rys. 8th November 1897.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 18th January 1897, No. 51.

With reference to our conversation on January 14th regarding the construction and working of the Podanur-Dindigul Railway being given to the Madras Railway as compensation, in the event of the metre gauge extension between Erode and Nanjangode being undertaken, I have the honour to request that you will kindly place before Government the following argument against the adoption of this policy. The South Indian Railway suffers severely from its connection with the Madras Railway at Erode and Arkonam, as traffic, which would otherwise travel long distances over this line, is diverted to the broad gauge railway at these junctions. The shortest route to the country north of Guntakal from between Tuticorin and Tiruverambur is *viâ* Erode and from Budalur to Vandalur *viâ* Arkonam. The practical effect of these two branches is, therefore, to deprive the South Indian Railway of leads varying from 344 to 178 miles to the great advantage of the Madras Railway. A reference to the statistics of Indian Railways will show how this railway suffers from shortness of lead when compared with other lines having anything like the same open mileage. For example, during 1895, the average lead over the South Indian Railway was 65·77 against 114·76 miles on the Madras Railway. Under these circumstances, although the Madras Railway will suffer by the Erode-Nanjangode connection, I do not see that any compensation is due to them. They have for years past enjoyed advantages over this railway, and the proposed Erode-Nanjangode line should be considered more as compensation fairly due to the South Indian Railway than as a cause for placing further power in the hands of the Madras Railway and continuing the present inequality between the two systems. It has to be remembered that, owing to the restriction as to minima rates in force on this line, the Madras Railway being free in the matter can always beat us in competing for traffic.

Resolution of the Board of Revenue—Mis. No. 2543, dated 5th April 1897.

Read G.O., No. 237, Revenue, dated 16th January 1897.

At page 7 of his report on the Podanur-Dindigul extension, the Assistant Traffic Manager has stated, in reference to the traffic registered in 1892–93 at the traffic registration office on the Dharapuram-Palni road, that "although this return is supposed to be actual traffic to and from Dharapuram and Palni, the situation of the office would also take in traffic to and from Karur and Palni." As a matter of fact, the traffic to and from Palni and Karur was advisedly included for registration at the office referred to, which was placed at the junction of Palni and Dindigul roads. This office appears to be identical with that referred to by the Assistant Traffic Manager.

2. In the next paragraph the Assistant Traffic Manager speaks of an Indian maund as equal to 25 lb. The Indian maund mentioned in the trade statistics of this department is invariably 82⅔ lb. The term Indian maund is inapplicable to a maund of 25 lb. which is local to Madras only.

3. The figures given in the next two paragraphs differ from those given in the returns of road traffic for the station at the junction of the Palni and Dindigul roads as shown below. To show all the data the Board has added, for the information of the Traffic Manager, particulars for each of the three years during which traffic has been registered at this station :—

Items.	As per statement II of the Assistant Traffic Manager's report.	As per traffic returns received in the Board's office.					
		1892–93.		1893–94.		1894–95.	
		Long distance. Mds.	Short distance. Mds.	Long distance. Mds.	Short distance. Mds.	Long distance. Mds.	Short distance. Mds.
Goods, total maundage that passed up and down.	22,334 maunds of 25 lb.	177,498	19,851	346,174	53,356	394,914	51,517
Cattle, sheep and goats	No. 648	18,801	7,827	44,366	13,663	37,233	15,165
and horses.							
Passengers	,, 17,683	44,604	5,012	83,584	11,508	71,407	14,348

4. The Board is unable to understand whence the figures given by the Assistant Traffic Manager were obtained and would be obliged if the Traffic Manager could inform it of the source whence they were derived.

Endt. by the Consulting Engr. for Rys., Madras, dated 28th April 1897, No. 1469.

Copy forwarded to the Agent and Manager, Madras Railway, with the request that this office may be furnished with a copy of the Traffic Manager's reply to paragraph 4 of the Board's Proceedings.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 29th April 1897, No. 9085/412.

With reference to your endorsement No. 1469 of the 28th instant on Proceedings of the Board of Revenue, I have the honour to inform you that the Secretary of the Board of Revenue has been in communication with the Acting Traffic Manager on the subject, and I beg to enclose a copy of Mr. Taylor's letter of the 15th instant in which he explains how he obtained the figures quoted by him in his report and referred to in paragraph 4 of the Proceedings of the Board of Revenue. A copy of this letter has been furnished by the Acting Traffic Manager to the Secretary of the Board.

Enclosure.

From—The Assistant Traffic Manager, Madras Railway.
To—The Acting Traffic Manager, Madras Railway.
Dated—Arkonam, 15th April 1897, No. C. 26028.

Your C. 68122 of 13th instant. The statement was given to me, and I have the original with me, by the Chairman of the "Union Panchayat", who told me he got it from the records of the Tahsildar. So surprised was I at the return that I questioned the Tahsildar on the matter and he personally looked into the matter and returned the statement to me as correct. At the meeting of merchants I had at Dharapuram, which all the Government officials attended, I criticised almost every item in the return as absurd. For several days the Tahsildar tried to get a revised or different statement but was unable to do so; hence the one quoted was furnished as correct.

Endt. by the Consulting Engineer for Railways, dated 3rd May 1897, No. 1543.

Copy forwarded to the Secretary to the Board of Revenue with reference to paragraph 4 of Board's Proceedings, Mis. No. 2543, dated 5th April 1897.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 23rd July 1897, No. 753.

In continuation of my letter No. 745, dated 20th July 1897, I have the honour to inform you that I have received the following telegram from the Managing Director:—

"Even assuming some delay in commencing work, Board are willing to undertake *en bloc* the three lines Madura-Pamban, Palghat-Dindigul, British portion Tinnevelly-Quilon as integral portions of South Indian; also construct Travancore portion at cost and work same at 50 per cent., provided first two years maintenance charged to Capital. Communicate Government to ensure consideration Simla conference in August."

2. I presume this telegram is in reply to the message I wired at your request, and of which I sent you a copy in my letter above quoted, although it does not deal specifically with the matter raised in Government of India letter No. 837 R.C., dated 20th May 1897.

3. Will you kindly communicate the Board's telegram embodied in the first paragraph of this letter to the Government of India in time to admit of its consideration at the approaching railway conference.

No. 875 Ry 8th August 1897.
NOVEMBER 1897.

Telegram from—The Joint Secy. to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 23rd July 1897, No. 17 B.

Your wire 1192 R.C., fourteenth instant. Agent, South Indian, has received following wire from Board: (*See* ante, F.J.E.S.) Views of this Government shall be communicated as early as possible.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 5th August 1897, No. 533 R.

In my letters Nos. 530 R. and 532 R. of this date, I have addressed you on the subject of the Madura-Pamban and Tinnevelly-Quilon references in the accompanying copy of a letter from the Agent of the South Indian Railway, No. 753, dated the 22nd July 1897. I am now desired to address you on the subject of the Palghat-Dindigul reference. My telegram No. 17 B., dated the 23rd July 1897, will have already put you in possession of the substance of the company's offer.

2. This Government is not in a position to consider the question of the agency to which the Palghat-Dindigul Railway should be entrusted in time for the approaching conference. Neither is the time ripe for such consideration, for it seems scarcely possible that this particular line can under any circumstance find a place for early construction in the railway programme for all India, which is referred to in the budget discussion in the *Gazette of India*, Part IV, of the 27th March 1897, and in the Hon'ble Mr. Trevor's memorandum.

3. As the Government of India are doubtless aware the Madras Railway Company are strong competitors with the South Indian Railway Company for the concession to make and work this branch. The recent relaxation of the restrictions which made it undesirable that the Madras Railway Company should raise debentures also make it possible that, on due consideration of the course of trade, it may be thought wiser to entrust it to them. There seems to be some reason to believe that the tendency of the flow of trade is towards the West Coast ports; and, with the early extension of the Madras Railway system to Cannanore, and later perhaps to Cochin, this tendency may in time become emphasized.

4. Again there are other considerations, viz., the comparative unimportance of a break of gauge as a toll upon traffic as compared with the advantages of a cheap metre gauge. ine and the possibility of its being found advisable to complete the through metre connection with Nanjangode *viâ* Dindigul, Podanur, Mettupalaiyam and Satyamangalam instead of *viâ* Erode. These and other considerations require looking into, and the case cannot therefore be ready for presentation to the Government of India for some time to come.

5. The Madras Railway Company have now again sent in a very strong remonstrance against any concession being made to the South Indian Railway Company for the Erode-Satyamangalam branch on the grounds that a Nanjangode connection will tap traffic now coming on their line at Bangalore to such an extent that they, or rather their State guarantors, will be losers to the extent of ten lakhs per annum. This matter, when thoroughly enquired into, shall form the subject of a separate communication, but the fact that it has some bearing upon the question of the best agency for the construction of an extension north-west from Dindigul is of influence with this Government in causing it to desire to defer the consideration of the Palghat-Dindigul connection for the present.

* * * * *

7. I am, therefore, instructed to recommend that the South Indian Railway Company's offer, in so far as it concerns the Palghat-Dindigul section, should be refused for the present but without prejudice, as it may perhaps be thought fit to re-open the question hereafter.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 16th September 1897, No. 9085/898.

Adverting to my letter No. 9096/654, dated 12th July 1897, I have the honour to forward a copy of a petition received this day from the merchants and ryots of Dharapuram taluk, urging the early construction of the proposed extension from Palghat or Podanur to Dindigul by this company.

In paragraph 3 of the petition it is stated that if the Madras Railway Company are not disposed to construct this link, overtures will be made to the South Indian Railway for the construction of a branch line from Dharapuram to Karur, a station on that company's system.

Attention is invited to the fact that this company have already requested the Government to favourably consider their application to undertake the Podanur-Dindigul extension, and I shall be glad to learn, with reference to your letter No. 2567 of 7th August 1897, if the Government are now prepared to express their views on the subject of this project.

ENCLOSURE.

Petition from—D. R. Ramachandra Rao and others.
To—The Agent and Manager, Madras Railway Company.
Dated—

We, the undersigned merchants and ryots of Dharapuram taluk, in Coimbatore district, most respectfully and humbly beg to bring to your honour's kind consideration the following few lines hoping that we may be blessed with success :—

1. We have been corresponding with your department and with Government of India and that of Madras for about twelve years about the urgent necessity of constructing a branch line of railway from Podanur or Palghat to Dindigul through *Dharapuram*, fully explaining the many advantages and benefits to be derived from the heavy goods and passenger traffics of the said Dharapuram which was once the seat of a District Collector and a Judge and which still retains its importance in traffic, etc., though it is now a taluk having a population of about 15,000 with a large area of wet cultivation. People residing in Mysore and other places also own lands in this place. To ascertain the above facts the Madras Government, at the early part of the current year, deputed Mr. Taylor, the Assistant Traffic Manager at Arkonam, who accordingly came and stationed here for many days and took notes personally visiting many important places through which the proposed line might be taken. We hear that he has submitted to the Government through your honour a very elaborate and favourable report about the proposed line to be taken through Dharapuram with a branch line from Dharapuram to Tiruppur through Palladam taluk. In this case, the line touches the most important taluks, *i.e.*, Pollachi, Udumalpet, Dharapuram, Palni and Palladam which are undoubtedly fit for opening the first-class stations on the point of heavy traffics. To our repeated memorials and petitions to Government and to your department and lastly to the Assistant Traffic Manager's report, no definite answers have as yet been received.

2. But, however, the Government of India, in their letter Public Works Department No. 49 R.C., dated 13th January 1896, replied that they agree with His Excellency the Governor of Madras in Council that the time has not yet arrived for making a detailed survey for the proposed line. We now urge that it is high time for your honour to, at present scarcity to order to begin the construction of the same and the people in general would find easily their means of sustenance at a time when the living is too dear, so that we may be relieved of difficulties and inconveniences we have been experiencing for a long time for want of a railway communication in this important place. We further beg to bring to your honour's notice that the Government, at our request, has recently opened a Telegraph line to this place which is working in a very satisfactory manner.

3. If your honour is not inclined to undertake the said line, we are going to move the matter in the South Indian Railway Company in order to open a branch line to Dharapuram from Karur through which station most of the Madras goods have now been received here at a cheaper rate.

4. Under these circumstances, we most respectfully and humbly pray your honour will be pleased to issue necessary orders to begin the work of the line in question in preference to any other as soon as possible and put an end to our long felt grievances.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 22nd October 1897, No. 1746 R.C.

I am directed to acknowledge the receipt of your letters marginally quoted, on the subject of the proposals of the South Indian Railway Company, for the construction and working of the following proposed railways:—

No. 530 R., dated 5th August 1897.
„ 532 R., „ 5th „ „
„ 533 R., „ 5th „ „

(1) Madura-Pamban, 100 miles in length, and estimated to cost Rs. 42 lakhs.
(2) Tinnevelly-Quilon—British section 45 miles, Rs. 24 to 25 lakhs. Travancore section, 58 miles, Rs. 76 lakhs.
(3) Palghat-Dindigul, 115 miles in length, and estimated to cost Rs. 85 lakhs.

2. The proposals of the Board of the South Indian Railway Company contemplate the undertaking *en bloc* of the three lines, Madura-Pamban, Palghat-Dindigul and the British portion of the Tinnevelly-Quilon as integral parts of that company's system. The Board are also willing to construct the Travancore section of the Tinnevelly-Quilon Railway at actual cost and work it on behalf of the Travancore Darbar for 50 per cent. of the gross receipts, provided that the cost of maintenance for the first two years after opening is charged to Capital.

* * * * *

5. Lastly, as regards the Palghat-Dindigul line, the Government of Madras recommend, for the reasons advanced in your letter No. 533 R., dated 5th August 1897, that the offer of the South Indian Railway Company in so far as it concerns this project should be refused for the present, but without prejudice to the re-opening of the question of its construction hereafter.

6. I am now to inform you that these proposals of the South Indian Railway Company and the views of the Government of Madras thereon, have been carefully considered by the Government of India, together with the recommendations of the railway conference which has just concluded its sittings at Simla under the Presidency of His Excellency the Viceroy.

7. I am to say that while the Government of India are fully aware of the advantages offered by the proposals of the South Indian Railway Company, which are supported by the Government of Madras, for constructing the branch lines connected with the South Indian Railway in British territory as integral parts of that railway, His Excellency the Governor-General in Council desires to again impress on the Government of Madras and upon the South Indian Railway Company that, having regard to the existing engagements of the Government of India which have received the approval of Her Majesty's Secretary of State, there is no prospect whatever of all the lines referred to in this correspondence being included in the ordinary programme of railway construction for the next two years.

* * * * *

10. With the foregoing explanatory remarks, I am to communicate the decision of the Government of India upon the collective proposals submitted by the Board of the South Indian Railway Company, in their telegram of July 1897 to their Agent (a copy of which was received with the latter's letter No. 753, dated 22nd July 1897), for dealing *en bloc* with the three lines—

11. *Palghat-Dindigul.*—The Government of India, while disposed to favour the construction of a metre gauge rather than a standard gauge railway through that district, are unable at present to pass any orders in regard to this scheme which requires careful consideration in many aspects and in the light of information not yet available.

* * * * *

Proceedings of the Board of Revenue, dated 2nd July 1897, Mis. No. 4802.

Read again, Board's Proceedings, dated 12th May 1897, Mis. No. 3331.

Read—the following letter from the Tahsildar of Dharapuram.
To—The Collector of Coimbatore.
Dated—8th June 1897, Dis. No. 1107-Qer.

With reference to your order N.Q.O.C. No. 1830-A/Qer. of 1897, dated 19th May 1897, I beg to report that in the year 1892–93 the traffic on road leading from Karur to Pollachi *viâ* Dharapuram at the junction with the roads from Karur to Palni and Dindigul was registered. The traffic from Karur to Dindigul and Palni and from Pollachi to Dindigul and Palni and *vice versâ* were registered.

In December 1895 the President, District Board, Coimbatore, ordered to furnish a statement showing the traffic to and from Palni registered at Dharapuram during the year 1892–93. The statement giving the above information was prepared and submitted to him on the 12th January 1896. The other traffics have been omitted in the above statement as those were not required by him. This statement was given to the Union Chairman, Dharapuram, for some information at his request. It seems that when Mr. Taylor, Assistant Traffic Manager, had come to Dharapuram, the above statement was given to him by the Union Chairman.

So I beg to report that the discrepancy between the figures given by the Union Chairman and that by the Board is due to the non-inclusion of the traffic of other roads.

Read—also the following endorsement thereon from the Collector of Coimbatore.
Dated—16th June 1897, Ref. on C. No. 1830 (*c*) Rev.

Forwarded to the Secretary to the Commissioner of Revenue Settlement, Land Records and Agriculture, Madras, with reference to its Proceedings, Mis. No. 3331, dated 12th May 1897. The explanation of the Union Chairman has not yet been received. A reminder has been sent to him to expedite its transmission, and it will be submitted on its receipt. The Assistant Traffic Manager's report is returned.

Board of Revenue Resolution—Mis. No. 4802, dated 2nd July 1897.

Recorded, pending the receipt of the Union Chairman's explanation promised by the Collector.

2. The Dharapuram Tahsildar should be asked to submit an explanation with reference to the statements concerning him in paragraphs 2 and 4 of the Assistant Traffic Manager's letter No. C. 26028, dated 15th April 1897, read in the Board's Proceedings quoted above. The Tahsildar should also be asked to explain why the maundage in the statement furnished by him to the President, District Board, Coimbatore, is given in terms of the Madras maund of 25 lb. as stated by the Assistant Traffic Manager instead of the Indian maund of 82⅔ lb. which is alone adopted in this department for the purposes of the road traffic registration.

Proceedings of the Board of Revenue, dated 23rd July 1897, Mis. No. 5713.

Read the following letter from the Chairman, Dharapuram Union.
To—The Collector of Coimbatore.
Dated—16th June 1897.

In reply to your memo, Ref. on C. No. 1830 B., dated 31st May 1897, I have the honour to submit that the figures referred to in column 2 of the statement attached to the memorandum under reply do not seem to have been given by me under my signature and that they were given by the merchants on a rough estimate with no accounts to support the figures.

Read—also the following endorsement thereon from the Collector of Coimbatore.
Dated—23rd June 1897, Dis. No. 2161/Rev.

Submitted to the Secretary to the Commissioner of Revenue Settlement, Land Records and Agriculture, Madras, in continuation of this office R.O.C. No. 1830 C. Rev. of 1897, dated 16th June 1897.

Board of Revenue Resolution—Mis. No. 5713, dated 23rd July 1897.

Recorded, pending the receipt of the further explanation from the Tahsildar of Dharapuram called for in Board's Proceedings, dated 2nd July 1897, Mis. No. 4802 (copy attached).

Proceedings of the Board of Revenue, dated 22nd September 1897, Mis. No. 7787.

Read—again Board's Proceedings, dated 5th April 1897, Mis. No. 2543.

Read—again Board's Proceedings, dated 23rd July 1897, Mis. No. 5713.

Read—also the following letter from the Tahsildar of Dharapuram to the Collector of Coimbatore, dated 28th August 1897, Dis. No. 1846/Rev.

With reference to your endorsement Ref. on Cur. No. 159/B. and G. of 1897, dated 12th July 1897, I beg to explain as follows:—

2. The order calling for the statement under reference was received from the President, District Board, in December 1895, and my predecessor who was then in office gave instructions for the preparation of it. The statement was then compiled by one Venkataramaier, the late traffic clerk, who was then at Kangayam, and submitted to the President, District Board, when replying to your memorandum, Ref. on Cur. No. 1830-A./Rev. of 97, dated 19th May 1897, I had to see the statement. It was found to contain figures relating to the traffic that was carried from Dharapuram to Palni and *vice versâ*. This fact was reported to you in my letter No. 1107/Rev., dated 8th June 1897.

3. This statement was not furnished by me to the Assistant Traffic Manager Mr. Taylor, but the Union Chairman who took it from this office for some information appears to have handed over the same to that gentleman when he had been here.

4. Mr. Taylor when he came here, last year, convened a large meeting of merchants, &c., with the help of the Chairman and explained to them the object of his visit to the place. I was also asked by him to be present at the meeting and he then showed me the statement and said that the figures given therein were not correct. I was unable to explain the inaccuracy, or otherwise of the figures and stated that I could not check the figures without the help of the person who compiled it from the traffic registers. Thereupon, Mr. Taylor said it was all right and that he could go on without it. So I thought he did not want anything further to be done with the statement. To the best of my memory he never wanted from me a revised statement and if he had wished to have one, he could have written to me; I have not received any letter from him on the subject.

5. The maundage in the statement was given in Indian maunds of 82$\frac{2}{7}$ lb. and not in Madras maunds of 25 lb. as stated by the Assistant Traffic Manager as would appear from the foot-note to the statement furnished to the President, District Board.

Read—also the following endorsement thereon from the Collector of Coimbatore, dated 2nd September 1897, Dis. No. 3039/Rev.

Submitted to the Secretary to the Commissioner of Revenue Settlement, Land Records and Agriculture, Madras, with reference to its Proceedings, Mis. No. 4802, dated 2nd July last.

Resolution—Mis. No. 7787, dated 22nd September 1897.

From the correspondence read above it appears that the Assistant Traffic Manager, Madras Railway, obtained incomplete figures from an informal source and misinterpreted the information he obtained, by calculating a maund at 25 lb. instead of 82⅔ lb.

2. Complete statistics of traffic having been already furnished to the Traffic Manager, Madras Railway, there is no need of any further action.

Endorsement of the Revenue Department.
Dated—14th October 1897, Mis. No. 5347.

Transferred to the Public Works Department (Railway Branch), in continuation of endorsement No. 1963, Revenue, dated 10th April 1897.

Order.—No. 871 R., dated 28th October 1897.

Recorded.

Read the following papers :—

Memorandum from—The Joint Secretary to the Govt, of Madras P.W.D., Ry. B.
To—The Secretary to Government, Revenue Department.
Dated—Ootacamund, 29th July 1897, No. 967 D.

The undersigned has the honour to request that the Revenue Department will kindly ascertain from the Collectors of Malabar, Coimbatore and Madura the route which the produce of the country around Dindigul is likely to take, whether towards Madras or to Calicut, Cannanore and Cochin, in the event of the Palghat or Podanur-Dindigul railway being constructed.

Proceedings of the Board of Revenue, dated 3rd November 1897, Mis. No. 8885.

Read—again Board's Proceedings, Mis. No. 6065, dated 3rd August 1897, forwarding to the Collectors of Malabar, Coimbatore and Madura, for very early report, G.O., Mis. No. 3972, dated 30th July 1897.

Read—again Board's Proceedings, Mis. No. 6735, dated 23rd August 1897, recording, the following letter from the Collector of Malabar, No. 1991/Pub., dated 16th August 1897 :—

In reply to Board's Proceedings, Mis. No. 6065, dated 3rd instant, I have the honour to state that it is very difficult for me in this district to express an opinion. I have ascertained from the stationmaster at Calicut that we get very little from Dindigul at present except cigars. But in view of the fact that Dindigul will be brought much nearer to Calicut by the opening of the proposed railway than it is to Madras, it is only reasonable to suppose that a considerable portion of the goods now sent to Madras from Dindigul for transhipment by sea will then be sent to Calicut.

Read—again Board's Proceedings, Mis. No. 7617, dated 14th September 1897, recording with remarks the following letter from the Collector of Coimbatore, dated 9th September 1897, Ref. on C. No. 115 K./B. & G. :—

With reference to Board's Proceedings, Mis. No. 6065, dated 3rd August 1897, I have the honour to report that in the event of the Palghat or Podanur-Dindigul railway being constructed, the produce of the portion of this district nearest to Dindigul is likely to take the route towards the northern and eastern districts except a few products, such as chillies, tobacco, cotton and ghee, which will be taken towards Calicut, Cannanore and Cochin.

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Read—also the following letter from the Collector of Madura.
Dated 29th October 1897, Dis. No. 4088.

In reply to the Board's Proceedings, Mis. No. 6065, dated the 3rd August 1897, I have the honour to state that the route which the produce around Dindigul will take, in the event of the Palghat or Podanur-Dindigul railway being opened, is towards Calicut. The distance from Dindigul to Madras *viâ* Cuddalore is 306 miles by rail and *viâ* Erode to Calicut is 316 miles. If the proposed railway is constructed, the distance between Dindigul and Calicut will be reduced to nearly 180 miles and, as Calicut becomes the nearest port for the articles exported from Dindigul to Europe, much of the produce around Dindigul now sent to Europe *viâ* Madras and Tuticorin will go by the new line to Calicut. Very little information could be obtained from the railway station as to present traffic, but the chief articles now sent to Madras which may be expected to be diverted to Calicut are hides, skin and cigars. Coffee will go to Calicut and also, probably, much of the grain for Bombay that now goes *viâ* Tuticorin.

Board of Revenue Resolution—Mis. No. 8885, dated 3rd November 1897.

The papers read above will be submitted to Government, Revenue Department, with reference to its order, Mis. No. 3972, dated 30th July 1897.

Endorsement of the Revenue Department, dated 12th November 1897, No. 2077, Revenue.

Forwarded to the Public Works Department, Railway Branch, with reference to its memo., No. 967 D., dated 29th July 1897.

Order—No. 1021 R., dated 23rd November 1897.

Recorded.

Order—No. 1031 R., dated 25th November 1897.

The Government of India will be addressed with regard to the Palghat or Podanur-Dindigul Railway.

From—The Joint Secretary to the Government of Madras, P.W.D., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 25th November 1897, No. 1032 R.

I am directed to acknowledge the receipt of your letter, No. 1746 R.C., dated the 22nd October 1897, and in reply to those parts of it, which refer to the Palghat or Podanur-Dindigul line, to convey the acceptance of His Excellency the Governor of Madras in Council of the Government of India's decision to defer for the present the passing of orders in regard to this scheme.

2. Meanwhile enquiries are in progress as to the course of trade in the districts interested, and when the proper time arrives for re-opening the question of the construction of a railway, sufficient evidence will, it is hoped, be forthcoming to prevent a mistake being made.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 10th January 1898, No. 9085/28.

With reference to correspondence on the subject of the proposed Podanur-Dindigul extension ending with my letter No. 9085/898 of the 16th September last, I have the honour to enquire if the Government will sanction the making of a survey of the proposed line by this company and whether, if sanction is given, the estimates are to be prepared for a line on the metre or standard gauge.

If the extension is constructed on the metre gauge system, the question of converting the line between Podanur and Mettupalaiyam from standard to metre gauge may require consideration.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 22nd April 1899, No. 9085/465.

With reference to my letter No. 9085/28, dated the 10th January 1898, I have the honour to state that as the Government of India has decided that the standard gauge line between Podanur and Mettupalaiyam is not to be disturbed I now again raise the question for constructing a line of railway to Dindigul on either the standard or metre gauge as the Government may direct. Possibly political reasons may demand a standard gauge railway to Pamban, and in this case the construction of the standard gauge link from Podanur to Dindigul may be so much added to the through length of standard gauge connection between Peshawar and Pamban and Ceylon.

So long as we work the Nilgiri branch on the standard gauge, it would undoubtedly lead to economy if trains could run through between Mettupalaiyam and Dindigul.

The Madras Railway is willing to lay down either a standard or metre gauge line between Podanur and Dindigul and to raise money by debentures for paying for such a line if it is the wish of the Government of India that the agency of the Madras Railway be used.

The territory we claim is in the sphere of the Madras Railway and we hope that the interests of the Madras Company will not be overlooked.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 28th April 1899, No. 10/O.

I have the honour to acknowledge the receipt of your letter No. 9085/465, dated 22nd April 1899, suggesting that the Madras Railway Company should propose to make the Podanur-Dindigul Railway on either the standard or the metre gauge as Government may direct.

2. You are wrong in thinking that the Government of India has decided that the standard gauge line between Podanur and Mettupalaiyam is not to be disturbed. At least nothing is known here of any such decision.

The only reference to their conclusion on the subject of the West Podanur metre gauge extension and conversion policy which has yet reached me is contained in the Government of India's telegram ordering that *with a view to conversion hereafter*, the Calicut-Baliapatam branch is to be constructed as economically as possible.

I can only opine, though as yet there are no official grounds for that opinion, except the instructions just referred to, that this Government's conversion and extension scheme is accepted as a scheme to be brought into force on the completion of the existence of the present Madras Railway Company in 1907.

3. As the country which would be tapped by a feeder to the Madras Railway from Podanur through Pollachi, Udamalpet and Palni (within the Madras Railway's sphere of influence) is in my opinion fit for a metre and not for a standard gauge

railway, no proposal is likely to have my support unless it is for a metre gauge line. Whether such a line should go through to Dindigul, or to Dharapuram, or only to Palni, is a matter for you to think out; but so far as I can judge I think you would be wise to propose at first not to enter the sphere of influence of the South Indian Railway at all. Such a branch, if 60 miles in length, might be worked by you just as the Cochin line would be worked.

4. It seems to me that the communications which have already passed between you and your Board on the subject of your undertaking metre branches rather than that they should fall into the hands of the South Indian Railway Company would warrant you in now making a straight proposal about making the Podanur-Palni (or Podanur-Dharapuram) branch on the metre gauge. Mr. Taylor's report and previous surveys ought to enable you to come forward with proposals very soon. There are many economic reasons why this branch should go on simultaneously with the Cochin and Cannanore branches.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 4th July 1899, No. 9085/797.

With reference to your letter No. 10/O. of the 28th April last, I have the honor to inform you that I addressed my Board on the subject on the 10th May. Copy of my letter enclosed and I beg to send you a copy of the reply I have received, paragraph 18 of letter No. 997 of the 2nd ultimo. It will be observed that the Board intend considering the subject carefully in due course, and upon hearing further from them I will communicate again with you.

Enclosure No. 1.

Extract from a letter from—The Agent and Manager, Madras Railway Company.
To—The Secretary to the Board of Directors.
Dated—10th May 1899, No. 2411.

21. *Proposed line from Podanur to Dindigul.*—With reference to paragraph 15 of letter No. 2409, with which I forwarded to you a copy of my letter to the Consulting Engineer, No. 465, dated the 22nd April 1899, in regard to the construction of a line of railway from Podanur to Dindigul either on standard or on metre gauge, I now beg to enclose, for the instructions of the Board, a copy of the Consulting Engineer's reply, No. 10/O., dated the 28th ultimo. I invite the Board's attention in connection with this subject to paragraph 15 of their letter No. 970 and to previous correspondence.

As the Board are aware, it was originally proposed to extend the standard gauge system from Podanur to Dindigul, the line being regarded as an extension of the Mettupalaiyam-Podanur branch, and it being regarded as an economical measure to work engines and trains through between Mettupalaiyam and Dindigul.

Later, under the scheme of conversion suggested by the Madras Government, the Podanur and Dindigul line, it was proposed to construct as a metre gauge line. It is understood that there is a proposal now under consideration for extending the standard gauge to Pamban, to connect with the Ceylon standard gauge, placing the important naval base at Trincomallee in direct communication with the Indian standard gauge system.

The Board have now to consider whether the Podanur and Dindigul lines should be laid on the standard or metre gauge; and if on the standard gauge, whether it is prepared to extend the standard gauge system still further east to Pamban, or whether an alternative system of reconverting the Erode-Trichinopoly line as a standard gauge system and extending the same system to Pamban commends itself in preference to laying a standard gauge line between Podanur and Dindigul.

I have not received an official advice of the proposal with regard to the Erode-Pamban standard gauge line, but I have been informed that some such proposal has been put forward for consideration; and before I can move in the matter here, I desire to know what the Board's wishes are.

Enclosure No. 2.

Extract from a letter from—The Secretary to the Board of Directors.
To—The Agent and Manager, Madras Railway Company.
Dated—2nd June 899, No. 997.

18. *Proposed line from Podanur to Dindigul.*—Adverting to paragraphs 15 of 2409 and 21 of 2411 with which you enclose for the instructions of the Board copy of correspondence with regard to the proposed construction of a line of railway from Podanur to Dindigul, I am to inform you that they find it difficult to express a decided opinion in respect to this proposed line, until the question of gauge is decided by the Government of India.

The Board will bear the subject in mind, however, and consider it carefully in due course.

Order No. 875 dated the 8th August 1899

1899

(101—) Department