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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.
B.P. No.

1294

Press
Mis.

Dated 19-6-1875 196 .

Not to be folded or roughly handled

Read the following papers :—

No. 166. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd April 1875, No. 186.

In compliance with the instructions conveyed in the Order of Government, dated the 8th March 1875, No. 662, I have the honor to submit the following observations

upon the points raised in the letter* from
the Directors of the Pondicherry Railway

Company, with regard to the route to be followed by the proposed Railway between Villapuram and Pondicherry—

I.—The British and French portions of the Railway should without doubt meet at the Gingee river. In the Board's letter the midstream line of the river is spoken of as the frontier between the two territories; but it will probably be necessary that the bridge (which will be a work of some magnitude) should be entirely constructed by one Company or the other, in which case the east or west bank of the river will become the dividing line.

II.—I am of opinion that the isolated block of French territory should not be traversed by the railway, unless arrangements can be made for its transfer, or for the transfer of so much as would be required for Railway purposes, to the British Government. The following opinion expressed by the Chief Engineer of the South Indian Railway Company will show that the French territory to the west of the river Gingee can be altogether avoided without practical difficulty :—

“I am of opinion that it will be practicable to avoid altogether the isolated patches of French territory to the west of the river Gingee. I send you, herewith, a Survey (Drawing No. 329) made for this (South Indian Railway) Company of the line of country between Villapuram (Belpur) and the river Gingee with a view to carrying out a branch, or part of one, to Pondicherry. The red line represents the route selected as best without reference to French or English territory.

“When I discovered that this line crossed an outlying plot of French territory, I instructed the surveying party to search for a course that would keep entirely on British ground, and the blue line leaving the red one at 5 miles, and again joining it at about $13\frac{1}{2}$ miles was the result.

“This alternative line (blue) would entail an extra length of construction of about 50 chains, as compared with the original red line.

“Another route clearing altogether French territory is available in the direction of the dotted blue line (Drawing No. 329,) which, allowing for deviations to avoid tanks and villages, would probably turn out about the same length as by the full blue line.

“The comparative cost of the red line, and of the red and full blue line, would, I think, be nearly as their lengths. With regard to the dotted blue line, I am not in a position, having taken no levels along it, to say positively how it compares with the blue line; but from my recollection of the locality, I do not think that there can be much difference.

“The decision as to which line to adopt will have to be made after a further survey of the ground, but in the meantime it is evident that a line can be got which avoids French territory by adding to the direct route which does cross it a length of about three-fourths of a mile, and that the relative cost of these lines will be as their length.”

*Proceedings of the Madras Government, Public Works Department,
7th June 1875.*

III.—I am, however, of opinion that, if arrangements can be made for the transfer to the British Government of the isolated block in question, or for the transfer of so much of it as would be required for Railway purposes, the line should be carried

* Tracing No. 329, herewith sent.

by the direct route, as shown in red upon Mr. Logan's survey.* My reasons are as follow:—

- (1.) The red line is shorter by some 50 or 60 chains, and would, therefore, cost less by about Rupees 35,000.
- (2.) An examination of the country during last year led me to the opinion that in other respects the construction of the Railway along the red line would be cheaper, inasmuch as it follows the water-shed more closely.
- (3.) A Railway following the red line would be more convenient to the population and trade of the country to be traversed than any other. This point is alluded to in the Board's letter.

IV. The Agent of the South Indian Railway Company states that he sees no objection to granting to the French Government the reciprocal conditions referred to in the Pondicherry Railway Company's letter, it being understood that the words "the whole length of the line" mean the entire length from Villapuram to the river Gingee. Subject to this understanding I agree with Mr. Betts.

The two plans received with the Order of Government under reply are returned herewith.

No. 166. Proceedings of the Madras Government in the Revenue Department, dated 3rd May 1875, No. 922.

Proceedings of the Board of Revenue, dated 27th April 1875, No. 1,044.

From J. H. GARSTIN, Esq., Collector of South Arcot, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cuddalore, 23rd March 1875, No. 132.

I HAVE the honor to acknowledge receipt of the Board's Proceedings of the 17th instant, No. 2,161, forwarding to me the Proceedings of Government in the Public Works Department, dated 8th instant, No. 662, in which I am called on to report on the question of the manner in which the proposed line of Railway from Belpur (commonly called Villapuram, Belpur being the Hindustani name,) to Pondicherry shall be carried up to the Gingee river, and to state my opinion that, if possible, it should run entirely through English territory from that river westwards.

2. Judging from the map of the French territories, there seems no reason why this should not be done by taking the line between the villages of Lingareddipoliam and Pallicherry to Kandamangalam, where there is a frontier chowkie, and thence round by Anindapore and so to Villenour, to which last place the line is almost certain to be carried, as it is one of the largest, if not the largest, village in the French settlement after Pondicherry.

3. There is, however, an alternative method of getting over the difficulty of the intervening block of French territory, which Mr. Scott has not alluded to, but which, in the interests of this district, I venture to put forward, viz., an exchange of villages. If the idea is approved by Government, the construction of the railway would be a good opportunity for effecting a rectification of the whole French frontier, an object to which, I have reason to believe, the local French Government is not opposed.

*Proceedings of the Madras Government, Public Works Department,
7th June 1875.*

SUBMITTED for the information of Government, with reference to G. O., dated 8th March 1875, No. 662, Public Works Department.

2. A rectification of the Pondicherry frontier has long been a great desideratum, and the present seems a good opportunity for endeavouring to effect it.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

COMMUNICATED to the Public Works Department, with reference to G. O., 8th March 1875, No. 662, of that department.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Officiating Chief Secretary.

No. 167.

ORDER THEREON, 7th June 1875, No. 1,602.

RAILWAY, No. 27.

THE Honorable the Governor in Council is of opinion that—

(1.) It will be convenient that the

British and French portions of the line of Railway from Belpur (Villapuram) to Pondicherry should meet at the east or left bank of the Gingee river, with a view to the bridge over that river being entirely in the hands of the British Company.

(2.) That the line from Belpur to the Gingee river should be constructed entirely in British territory, as shown by the dotted blue line on Drawing No. 329; this line is but five-eighths of a mile longer than the direct line (shown in red) originally proposed, and may be constructed at an increased cost of about 35,000 Rupees, and its adoption will obviate the inconveniences and delay that would occur consequent on the exchange of villages and rectifications of frontier that would be necessary were the line carried through the isolated block of French territory.

(3.) That the reciprocal conditions proposed by the French Government may be agreed to, subject to compliance with customs regulations, it being understood that the words 'the whole length of the line' mean the entire length from Belpur to the east bank of the Gingee river.

(Here enter No. 1,603, dated 7th June 1875.)

(True Extract.)

J. H. act. 1875

Major, R.E.,

Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.

„ Revenue Department. ✓

Exd. S. T. Austin.

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PUBLIC WORKS.

THE CONSULTING ENGINEER

FOR RAILWAYS.

&c. &c. &c.

Dated June 7th.

Issued

Recd.

4 18th

Encl.

G. O., 7th June 1875, No. 1,602.

See Memo

JUNE.

Nos. 166-167

No 1294
Comm. to the
Board of Revenue

19 June 75.

Railway from Belpur to Pondicherry.
Passing orders on the reports of the Con-
sulting Engineer and of the Collector, South
Arcot, regarding the route to be followed by
the proposed —

Vide No. 2649/76.

14. To Board of Revenue, 24 June 75