L. & M.
,000-3-8-96.

Local & Munl. (1895) Department.

MISCELLANEOUS.

G.O., No. 312 M

DATED 28th February 1895

[Despatch Abstract.]

Tramways in Calicut.

Informing the Chairman, Municipal Council, Calicut, that upon receipt of certain information the Government will be in a position to decide whether the Indian Tramways Act should be extended to the town of Calicut.

BACK PAPERS.

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

FURTHER PAPERS.

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

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[7] **INDEXED.**

Miscellaneous.

SERIAL No. 3

LOCAL AND MUNICIPAL DEPT.

G.O., DATED 28-2-95

No. 312 M

574 R

When given for copying.

[Despatch Abstract.]

Tramways in Calicut

Informing the Chairman, Municipal council, Calicut that upon receipt of certain information the Government will be in a position to decide whether the Indian Tramways Act should be extended to the town of Calicut.

Read again Order of Government, dated
189 , No. , Miscellaneous.

Enclosures.

Current No.

Statement with ditto.

Order of Government

Statement with ditto.

Papers not filed up, being meant for despatch in original (not paged).

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Back Paper, No. of 189

Further Paper, No. Cur 1827 L/95 of 189

Copied by

Examined by

LOCAL AND MUNICIPAL DEPARTMENT.

Current Nos 283 & 364 M

From

Please arrange to have a few portfolios kept in the office in which plans may be sent in Circn. — It is a great nuisance to have plans sent out rolled up in paper HS

Note this

FOR ORDERS.

It is submitted that in any case only a tramway with rails flush with the road surface can be permitted to be erected, & that therefore the difficulty raised by the Collector as to whether it will be a light railway or a tramway will disappear. The Tramways Act has however only been extended to the City of Madras in this Presidency, & before any application under sec 4. can have any meaning the Act must be extended to the town of Calicut.

If this be done formal application for the concession can be received

& considered. At present the scheme is in a very crude form, & many of the terms proposed by the would be concessionaires seem open to objection. The Collector does not explain who any of these gentlemen are and it is not known whether they are likely to be able to raise Rs 1.20.000 for the enterprise by starting a Company.

It is submitted therefore that the Tramways Act may now be extended to Calicut Town, that the Collector may be told that only a tramway with flush metals will be allowed, & that therefore all future proceedings must follow the ~~forms~~ lines of the Tramways Act as soon as it is extended to Calicut, & that he may be asked D.O. who Mr. A. Brown & the other three proposers of the Company are, & what prospect of success a company floated by them would be likely to command.

WC 13.2.95 As AS remarks this scheme is at present in a very crude form. I submit that information ~~[illegible]~~ should to begin with be sought as to who the applicants are, what their financial position, what ~~[illegible]~~ the prospect of their being able to find or raise the needful capital, how the estimate (or what is apparently ~~made~~ the estimate) is made up and whether the line is to be a tramway or a railway: [illegible] what the technical difference between these two is I do not know. It is certainly not in the matter of motive power as I know of more than one steam tramway, nor in the gauge; nor in ~~[illegible]~~ ~~[illegible]~~ in one being usually used for passenger traffic while the other carries both passengers and goods for there are tramways which carry goods. The question of the probable returns seems also to call for some examination. Of the persons who have applied for ~~the~~ concession Mr. Brown is I know the proprietor of the Calicut Saw Mills and is I believe a well to do man.

It would I submit be at this stage premature to take steps to extend the Tramways Act to Calicut.

14/2/95

This also might be asked. It should also be stated that the Govt. is prepared to give all the assistance it reasonably can.

HS

Yes — I think we had better first make these enquiries & also ask the grounds on which it is estimated that a capital of Rs 1,20,000 will suffice — at the same time, if, as I suppose, there is a copy in print of the Madras City Tramway Concession, send a copy to the Coll. as a guide to him & the Munl. Cy & the applicants as to ~~of~~ the provisions usually considered advisable. They will find it useful.

HS

A tramway, I should call it

HS

We might ask. But really this is rather for the adventurers to consider

HS

When necessary this can of course be done without any delay in the next Gazette

HS
16/2/95

2834364 m

Tramway — Calicut Municipality

FOR ORDERS.

C.S.

Order. 28-2-95 No. 312 Muns

The Government is in accord with the Collector in considering that a tramway in Calicut would be of great benefit to the town, and is prepared to give every ~~case~~ assistance that is reasonably possible towards carrying out the project referred to in his and the Municipal Chairman's letters.

2. The scheme as ~~stated~~ set out in the letters is however in too indefinite a form to permit of a final orders being passed upon it at present. The Council & the applicants for the concession should therefore arrange in detail the terms of a concession to which both would be prepared to agree, & forward it to Govt. for orders. As a guide to the description of conditions that w^d. usually be considered suitable, a copy of the concession granted to the Madras Electric Tramways Co will be forwarded to the Chairman & the Collector. The tramway must in any case be run upon lines which ~~will be~~ are flush with the road surface so that ordinary cart traffic may not be deprived of the use of any part of the roadway. ~~may be~~

3. The Collector will be requested to report upon the financial position of the four gentlemen who have applied for the concession and to state his opinion as to the probability of their being able to command or raise the capital of Rs 1.20.000 which it is considered necessary for the undertaking, and also to report the grounds upon which this estimate of the capital required has been based.

4. Upon receipt of the information referred to in the two preceding paragraphs the Govt. will be in a position to decide whether the Indian Tramways Act should be extended by notification to the town of Calicut, and as to the further steps that should be taken in this matter.

M. 22.2.95

(Form Order)

To C.M.C. Calicut } with a copy of
Collector of Malabar } the concession referred to in para 2.

Desp^d. 1/3/95

Hen

Office

Note. H.M.'s order about tins for plans — Get three or four made in different suitable sizes. M. 22.2.95

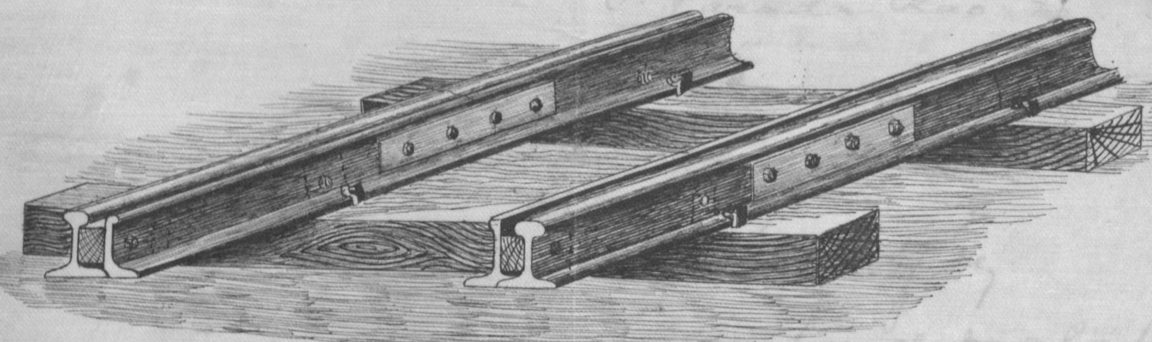
Tramways in Calicut.

283+364 M. S

Ts.

(from orders).

M 312



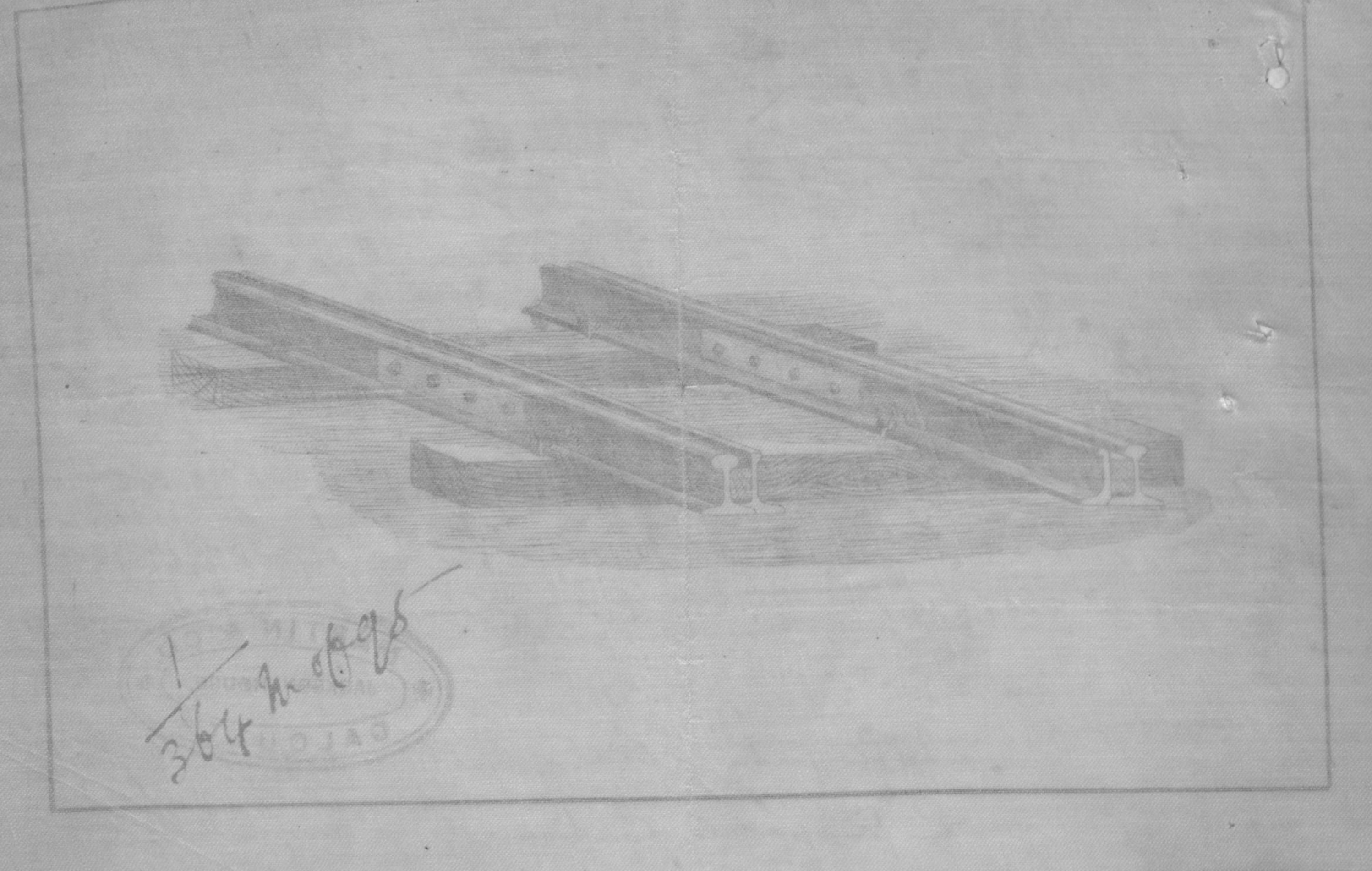
MARTIN & CO.
JACKSON HOUSE
CALCUTTA

to the

Cir 2834/94

November 1894, No 1449 regarding tramway Concession for the town of Calicut on the grounds that the ~~railway~~ rail would lie above the level of the road way, I took the opportunity of my recent visit to Calcutta where the system of Provincial and Local railways has been largely developed, to ascertain whether without adopting the costly method of laying tram rails, the inconvenience of setting up raised rails could be avoided. In compliance with my request Messrs Martin & Co. of Calcutta who have the Contract for several large undertakings of the sort gave me the accompanying sketch of a double rail which they suggest for adoption.

Tramways in Calicut.



1/364 M/95

No. 55/1895

Municipal office
Calicut 28th January 95

Local & Municipal Dept
CURRENT No. 364 M

From
I. Varada Rao Esq. S.C.S.
Chairman. Municipal Council
Calicut

To
H. Moberly Esq
Collector of Malabar.

Sir,

Cur 2834/94

Anticipating that objection would be taken to the proposals contained in my letter dated 17th November 1894, No 1449 regarding Tramway Concession for the town of Calicut on the grounds that the ~~railway~~ rail would be above the level of the roadway, I took the opportunity of my recent visit to Calcutta where the system of Provincial and Local railways has been largely developed, to ascertain whether without adopting the costly method of laying tram rails, the inconvenience of setting up raised rails could be avoided. In compliance with my request Messrs Martin & Co. of Calcutta who have the Contract for several large undertakings of the sort gave me the accompanying sketch of a double rail which they suggest for adoption.

It will be observed from the Sketch * that there is a large rail and a small guard rail which are ~~rabbed~~ rivitted together by strong iron bolts. The interval between the two furnishes the groove along which the flange of the wheel of the tramcar is to run. The rails are laid on wooden sleepers buried in the ground and the whole structure filled with ordinary road material or payment stones so as to bring it up to the level of the road way on either side.

* to be returned.

The adoption of Messrs Martin & Co's suggestion does not make much differance in the cost and I have handed the Estimate and plans to the Concessionaries at Calicut for Consideration.

I beg to forward the Sketch of the rail as proposed by Messrs Martin & Co, for approval.

If this is adopted, the line will be flush with the level of the road.

Madras.

Sd/ T. Varada Rao.
Chairman

(True Copy)

Cuo 283 M/94 | Fwr Ref on Cuo 371/M of 94

Forwarded to the Chief Secretary to Government in Continuation of this office letter Ref on Cuo. 371/M of 1894 dated 21st. January 95.

T. Varada Rao.

Calicut
31-1-95 } for Collector

KHW

GB.

Cro 2837/94

Municipal Dept.

PR CURRENT No. 364 M

From,

the Collector
of Malabar

To

the Chief Secretary
to Govt.
Madras

Dy 31 ——— 1 ——— 95

Despd
Ded

CHIEF SECRETARY
4 FEB. 1895
GOVERNMENT OF MADRAS

En one

Subject.

Forwarding Copy of Calicut Chairmans letter No. $\frac{55}{1895}$ dated 28- January 95. Submitting for approval a sketch of the rail for the tramway proposed, in the Calicut municipality.

7/2.

Calicut
5th September 1894

To

The Chairman of
The Municipal Council of the Town of Calicut

We, the undersigned merchants, ratepayers, residents of Calicut, beg to lay before you, for your most careful consideration, the following very important proposal which, if accepted, will increase the prosperity of the Town in many ways and above all very materially improve its present most insanitary condition—

Our proposal is to form, or promote a company for the construction of a light system of railway 20 inches guage, to be laid down on some of the main thoroughfares as hereinafter mentioned, within the municipal limits—

Amongst the numerous
new

benefits such a Railway would confer on the Town and which we feel sure are as apparent to the council as ourselves, we may mention the following.

+ (1) At present there is an enormous amount of traffic in goods of every description from the landing places at Vanakkal and Kalai, to various parts of the Town, and in consequence the wear and tear on the roads leading thereto is so heavy that it is only with the greatest difficulty and at the expense of others, that the municipality has hitherto been able to keep the said roads in even ordinary repair.

(2) A Railway such as we propose, would, we confidently assert at once relieve this traffic to a large extent, and in a short time or as soon as its advantages became apparent, it would

no

no doubt attract, or absorb, the whole, not only the goods but the passenger traffic as well.

(3) This saving to the municipality in the upkeep of roads, is an item well worth consideration.

(4) The greatest benefit however, that could be conferred on the Town, and which such a railway would accomplish, would be the daily removal of the nightsoil and other refuse, now an utter impossibility, owing to the distance it would have to be carried and the very limited means at the disposal of the municipality for such purposes.

In consequence, this filth is allowed to contaminate the soil (which is saturated with it) and pollute the atmosphere, with the result that all the crowded portions of the Town are in a dreadfully insanitary condition as may be readily inferred by the unusually heavy death-rate.

We need not perhaps remind you that during the past 5 years 35 out of every thousand inhabitants have perished annually or more than one sixth part of the entire population within the 5 years.

Any practical proposal that would tend to decrease such a frightful death roll, will we feel sure meet with your hearty approval and support.

We therefore respectfully beg that the Council will, after due consideration, grant us the Concession to construct a light railway as before mentioned, on every and all the roads within municipal limits and on such terms as may be deemed fair and reasonable to both the parties concerned.

No such railway has yet been tried in any part of Southern India, and, as the Pioneer promoters of such a scheme we submit, that we are entitled to every reasonable and liberal support from the Council.

The annexed schedule shews the various sections of the line to be put down in the first instance - the total length will be about 7½ miles. This may afterwards be increased as circumstances may dictate.

7½ mls

Sections III and VII are intended mainly for municipal purposes, and together are less than a mile.

The other sections are so arranged as to work nearly all the traffic coming into Calicut by sea or river, which are the principal inlets, as well as for much that arrives by road.

As regards the terms on which the Concession should be granted to us, we would submit the following outline for your consideration.

A We would allow all municipal refuse of every description (but carried in their own wagon) as well as road metal building materials, water or sewage pipes (also on their own wagons or trucks) a free passage over any, and every portion of the line, and to provide haulage power for same, if required at the rate of ^ pies per ton per mile to the extent, of say, of 25 tons and not more, during the 24 hours.

Concession

(1)

The omission occurs in the original application itself.
14-12-56

b) We would undertake to form a company with a capital of not less than 1,20,000 Rupees, in 12,000 shares of Rs 10/ each and to commence the construction of the line within one year from date of the Concession, and

(2)

to

to complete the 7½ miles of line within 2 years from same date.

c) Our line would occupy but a small portion of one side of the road, but the portion so occupied we would undertake to keep in order, so as to allow for proper drainage &c where required; and all crossings will be properly paved, and made level with the ordinary road.

Motive Power

The carriages and wagons will be worked by animal or steam power, at the Company's option.

Stations

Subject to the approval of the council, the company will fix on such points as they may deem suitable, not exceeding 440 yards apart, for the taking up, and putting down, of either passengers or goods.

Tolls

Subject also to the reasonable

approval of the Council, a stage say of one mile, may be fixed at 6 pies each, passengers to be allowed to take any luggage not exceeding 20 lbs in weight.

Tolls for goods

3/ to 6/annas per ton according to the class.

Tolls may be revised at intervals of 3 years.

Taxes

The property of the Company of whatever nature or kind the same shall be exempt from all municipal taxes for a period of 7 years from date of the Concession.

Schedule

Sections of proposed light railways for the town of Calicut

Section I. Kallai landing place to the Big bazaar road

" II Pudiyara landing place to South beach

Section III Aluvani Street

" IV old custom House to the Pier

" V Railway station to the site of the old Huzur Cutcherry, where the Company propose to have their central station or depôt.

" VI old Huzur cutcherry along the Cannanore road to the beach at Varakkal.

" VII From the Tank on the Cannanore road to the proposed Rubbish depôt at the old Elephant lines.

(Sd) A. Brown
" A. Subramania Iyer
" Jamcai Govindcai
" Pozhayathoppil Mammod Haji

(True copy)

T. Varadarao.
Chairman

1/283 M of 95

No 341 Calicut 11th October 1894

From,

Surgeon Major H. St. C. Carruthers
Acting District Medical & Sanitary
Officer Malabar

To

The Chairman, Municipal Council
Calicut

Sir,

In returning the file of papers received with your letter No 1184 dated 19th ultimo which I have read with great interest, I have the honor to state that as far as I can see there is no room for a second opinion on the value of the proposed tramway. The only stumbling block was the want of funds but this has fortunately been got over by the application for a concession to work the scheme. It appears to me that any and every reasonable concession should be made and assistance rendered in order to make the scheme a success, as it is,

unless grossly mismanaged bound X
to be - I earnestly hope that the matter may be taken in hand with the least possible delay. Any assistance which it appears to you possible in my power to render, is entirely at your service.

I have &c

(Sd) A. Carruthers
Surgeon Major
Ag Dt Medical & Sanitary
Officer Malabar

(True copy)

T. Varadarao
Chairman

3/293 Med/95

Proceedings of the Municipal Council Calicut at a meeting held on the 13th October 1894

Present

1 T. Varada Rao Esquire. I.C.S. Chairman
2 M.R.Ry. S. Swaminatha Iyer avl. Rao Bahadur
3 G. Zachariah Esquire
4 M.R.Ry. P. Krishna Menon Avargal
5 " D. Ganpat Rao "
6 " O. A. Krishna Menon "
7 " N. Subramania Iyer "
8 H. W. Brown Esquire
9 R. de. Rozario Esquire
10 J. T. Gillespie Esquire
11 J. J. Srinivasagam Pillay Esquire
12 M.R.Ry. C. Parunoopan Avargal
13 " Cowerjee Ardeshir "
14 " K. Krishnan Nair "
15 " T. Chekkutti Koya "
16 " P. P. Karunakara Menon "

× × × × ×

3) Read application from Messrs A. Brown and 3 others

for a Concession to lay a light railway in Calicut Town –

Read also resolution of the Council dated 27th September 1894 on the subject –

The municipality is prepared to grant the Concession and will forward the application to the favorable consideration of Government –

(Sd) T. Varada Rao
Chairman

(True Extract)

T. Varada Rao
Chairman

C.L. 371/ 454

LOCAL & MUNICIPAL DEPT.
CURRENT No. 283 M

Municipal Office,
Calicut, 17. November 1894

No. 1449

From,

T. Varada Rao Esqre. S.C.S.
Chairman,
Municipal Council,
Calicut

To,

The Honorable J. F. Price C.S.I.
Chief Secretary to Government,
Local and Municipal Department,
Madras.
(Thro' the Revenue Divisional Officer.)

Sir,

The Sanitary Commissioner, Madras inspected the town of Calicut in October 1893.

2. After an elaborate examination of the conservancy requirements of the town and the means at present adopted by the Municipality for the removal and disposal of town refuse, he arrived at the conclusion that they were utterly inadequate for the purpose.

3. His proposals are summarised in para. 15 clause (1) of my letter to Government dated 24th January 1894, No. 199 printed in G.O. dated 23rd April 1894, No. 513 M.

4. On a careful comparison of the cost of

2/283 M of 95

of the extension of the ordinary conservancy system which prevails in the Presidency and of the construction of a tramway as suggested by the Sanitary Commissioner the Council decided in favor of the latter.

The Council thereupon resolved to sound the leading mercantile men of the town whether with the help of suitable concession on the part of the Municipality a company can be formed with the required capital to undertake the laying out of a portable tramway. The Municipal concession was to include two conditions, viz (1) the maintenance of the metalled portion of the road and (2) the free use of the rails by the Municipality for the conveyance of municipal stores, road metal, rubbish, nightsoil &c. If such a company could be formed, the initial outlay to the Municipality was expected to be the cost of fitting out the covered trollies and waggons to run on the rails required for the conveyance of all municipal traffic which may be put down at Rs 1500 to Rs 2000.×

× Vide para 24 of Chairman's letter No 199. dated 24th January 1894, printed in G.O. dated 23rd April 1894 No 512 M.

5. The Acting Collector of Malabar Mr. H. Bradley wrote anent the scheme:-

"The figures given in paragraphs 12 and 13 of the Chairman's letter for the cost of upkeep of bullocks require to be multiplied by 12 those given being only monthly ones. Rs 30,000 per annum would be somewhere near the cost of the upkeep. Moreover, a man would be required for each pair of bullocks which has not been taken into consideration at all. The cost would be about Rs 15,000 per annum more. The amount would be quite prohibitive.

"The alternative scheme of a tramway is, I fear, equally beyond the means of the Municipality. Pending further details, its consideration may be postponed."

6. With these papers before it, Government passed the following order on the 23rd April 1894.

"The Municipal Council's attention will be drawn to the observations in para 3 of the Collector's endorsement."

7. The Council is of opinion that the increase twelvefold of the cost of upkeep of the Sanitary service on the usual lines pointed out by the Collector is an argument in favor of the adoption of the less expensive scheme of a tramway.

8. Meanwhile (i.e) on the 10th May 1894 the Sanitary Commissioner again addressed me through the Collector of

Malabar thus:—

"The correspondence clearly shews that provision for conservancy by means of carts so after the usual method, would be most expensive; but it still remains in doubt as to what the tramway scheme would cost, and whether any amount required would not be well within the borrowing powers of the Municipality. I would remind you that Calicut is the 4th largest town in this Presidency, and unless the stranger is misled by appearances it is second to none in prosperity. Yet, according to the average for the last 5 years 35.3 per mille of the inhabitants perish annually. I need not tell you that this mortality is unusually severe, and denotes that seriously evil sanitary conditions exist locally. nor I need I remind you that the very A.B.C. of sanitary effort is the protection of the soil from contamination by organizing correct conservancy. The well being of nearly 66,000 people is in the hands of the Council, whom the people have elected as their representatives of "light and leading" and I trust that they will not allow this important subject to drop till it has been effectually examined in all its respects. I need hardly state that the procuring of definite answers from the Madras Railway Company as to their intentions and forming the private company referred to ought not to involve much delay; whilst should it be necessary for the Council to make the tramway at their own cost, the making of an estimate by a skilled man and determining as to the feasibility of raising a loan ought equally not to be matters necessitating delay."

9. First as regards the question whether the Municipality can raise the necessary funds for the construction of a tramway, the Council is inclined to the opinion that in the present straightened circumstances under which it labours such a thing cannot be thought of.

The annual income and expenditure during the last 3 years is given below:—

	1891-92	1892-93	1893-94.
Receipts.	Rs 70,927 - 7 - 6.	Rs 71,882 - 13 - 1	Rs 67,484 - 4 - 9
Expenditure	Rs 60,526 - 14 - 6.	68,947 - 10 - 1	69,366 - 11 - 10
The balance was distributed thus.			
Endowments -	Rs 10776 - 9 - 1	Rs 5295 - 4 - 2	Balance — 1882 - 7 - 1
Municipal balance	Rs - 376 - " - 1	- 2360 - 1 - 2	
	Rs 10,400 - 9 - "	Rs 2935 - 3 - .	

The liabilities of the Municipality on the 31st March 1893 amounted to Rs 39,730-14-2 inclusive of the loan from the State.

The liabilities on the same date in March 1894 amounted to Rs 29,505-3-10 inclusive of the loan from the state.

Although these figures shew that Rs 10,225-10-4 have been paid off during the past year towards clearing of the debt, it is unsatisfactory to note that there should still be as much as Rs 6505-3-10 of floating liabilities which the Council was unable to make good within the year. To this must be added the minus balance. The gross liabilities thus amount to Rs 8387-10-11

This shows that just in the same way as I had to pay away Rs 10,225-10-4 in discharge of liabilities last year from the current revenues, so shall I have to exercise the utmost economy and pay something like Rs 8,500 during the current year too. Only when this is done can the Municipality be said to be free from all liabilities, barring the loan borrowed from the state which is payable in yearly instalments.

The Municipality has borrowed from the state Rs 30,000 and has to pay

annually

annually Rs 2000 towards its repayment and Rs 1035 towards interest. Unfortunately the works on which the money raised by these loans were spent are not productive. The general revenues of the Municipality alone furnish the means for repayment of debt.

10. In G.O. dated 5th May 1894, No. 582 ~~852~~ M. Mis, it was decided that the water supply and the drainage schemes of Calicut Town will be taken on hand in 1895 and that the Municipality should then be prepared to raise money by loans to meet the cost of these works.

11. The result of the examination of current expenditure and revenue for the last 3 years and our permanent debt shows that with the exercise of the minutest economy and presuming that no extra charges such as those attendent on epidemics or what is as frequent and even more to be dreaded in Calicut, law suits, arise we shall find ourselves free from debts at the end of March 1895. Even then we shall have the loan payable to the state tied to our general revenues.

On the above statement of facts no comment is necessary. I cannot suggest that the Municipality should raise

a

a loan for the purpose of a tramway for conservancy purposes.

12. In accordance with the suggestion of the Council, I let it generally be known that the Municipality was prepared to receive with favor any application for the concession to lay a line of tramway in Calicut town: An application has been received from four signatories who demand the concession.

13. The proposal was submitted to the District Medical and Sanitary Officer, Malabar, for his opinion. After a careful examination of the scheme he is satisfied that it is an eminently practical undertaking and that it is likely to prove successful. His letter is also enclosed for the information of Government.

14. A sketch of the town with the divisions, roads and the sections of the proposed tramway marked thereon is also submitted.

15 Unless the tramway is sanctioned there appears to be no feasible method of a speedy removal of filth and sweepings from the town.

16. If Government is pleased to approve of the Council's proposals the

terms

terms of concession will be taken into consideration.

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

T. Varada Rao

Chairman.

No 1449

From.

The Chairman
Municipal Council
Calicut

To.

The Chief Secretary
to Government
Local and Municipal Depts
Madras

Thro' The Revenue Divisional Officer

Dated 17th November 1894
Despatched 30th November 1894
Received

H. MOBERLY.
16 DEC 94
En. 2

Subject

Tramway

Submitting proposals for the introduction of tramway in Calicut town.

Endt on 29/ml

Submitted to the Collector.

2- Copies of the proposal for the construction of the light railway and of the resolution of the Council, which have since been obtained from the Chairman, are herewith submitted

3- I beg to recommend the proposal for the favourable consideration of Govt.

4- The applicants request as one of the Concessions that the properties of the Company should be exempt from all municipal taxes for 7 years. I do not think that this request is covered by the provisions of the Act. This however can be easily settled if the General Scheme is approved.

14-12-94
Calicut
Dy Collector

Ref on Cus 271/m of 94

Malabar Collector's Office
Calicut January 21, 1895

Local & Municipal Dept.
CURRENT No. 283 M

From

H. Moberly Esq
ac Collector of Malabar

To,

The Hon'ble Mr. E. Gibson
Chief Secretary to Government
Local and Municipal Deptt

Sir,

I have the honor to forward a letter dated 30th November 1894, No 1449 from the Chairman, Municipal Council, Calicut.

2. Certain residents of Calicut have proposed to promote a company for the construction of a light railway through some of the streets of Calicut. From Mr. Varada Row's letter it appears that the Council thinks that a light railway is a tramway. If the rails of the proposed light railway are to be above the road-level then the scheme cannot I submit, be entertained, as it will ~~be~~ mean closing a portion of the roads to be traversed by the railway to ordinary wheel traffic.

Vide C.P. 364

3. The difference between a railway and a tramway is not clear. In act XI of 1886 the term 'tramway' is defined as 'a tramway or part of a tramway', whilst in the railway

act of 1890 the term is defined as a tramway constructed under the Indian Tramways act. Both definitions are unsatisfactory; and the question - Can a light railway be constructed as a tramway under the Indian Tramways act? - is one I must ask the Government to decide.

4. A tramway or light railway with rails flush with the road would be of the greatest possible benifit to Calicut, for it could, amongst other things, enable the Council to convey the sweepings, rubbish and night soil outside the town. Every reasonable concession should be made to render the scheme a success.

5. I have the honor to request that early orders may be passed in this matter, as until a Company is formed it will not be possible to submit the application required by Section 4 of act XI of 1886.

I have the honor to be
Sir,
Your most obdt Servant,

for Collector

Local & Municipal Dept.
PR CURRENT No. 283 M

~~582 ML 5-5-94~~
573 L 23-4-94
1201 L 4-9-94
1247 L 19-9-93
1590 L 3-10-92

From
The Collector of Mala

To,
The Chief Secretary to Govt
L & Mul Depts
Madras

Dated 21-1-95
Despd
Recd

CHIEF SECRETARY
28 JAN. 1895
GOVERNMENT OF MADRAS

Encl. 4 (one plan)

Subject

Forwarding letter dd 30-11-94 No. 1449 from the Chairman Municipal Council Calicut submitting proposals for the introduction of tramway into Calicut Town.

[illegible] Indian Tramways Act & Railways Act. I

[illegible]

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STATEMENT WITH DITTO.

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L. & M.