M.R.O. 1—27-6-29—15-11-29

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. Press / Mis.

Dated 15

Not to be folded or roughly handled.

No. 81. Read the following letter from W. HART, Esq., Secretary to the Government of Bombay; to the Acting Secretary to the Government of Fort Saint George, dated Bombay Castle, 20th July 1858, No. 2065.

SIR,

I am directed by the Right Honorable the Governor in Council to acknowledge the receipt of your letter, No. 1093, dated 10th June 1858, and in reply to request that you will have the goodness to communicate to the Government of Fort Saint George, the thanks of this Government for the papers which accompanied it.

2. I am at the same time desired to forward for the information of the Government of Madras, copies of the documents mentioned in the margin, from which they will learn the sentiments of this Government, on the project of a Railway from Suddasewghur to the interior, a project which it appears from paragraph 3 of the Extract from Minutes of Consultation, dated 10th June 1858, annexed to your letter under reply, has already formed the subject of correspondence between the Government of India and the Madras Government.

Letter to the Government of India, from the Public Works Department, (Railway Branch,) No. 681, dated 20th July 1858 with accompaniments.

Letter from W. HART, Esq., Secretary to the Government of Bombay; to Major R. STRACHEY, Officiating Secretary to the Government of India, dated Bombay Castle, 20th July 1858, No. 681.

SIR,

I am directed to acknowledge the receipt of your letter, No. 1934, dated 30th April 1858, with accompaniments, and to forward copies of the papers noted in the margin, which will make the Government of India, aware of the views of the Right Honorable the Governor of Bombay and the several Civil Members of his Government, on the subject of Railway communication between the Suddasewghur river and the Southern Mahratta Country and Interior Districts, and the formation of a Harbour at Baitcul Cove, or Suddasewghur Bay.

1 Draft of Government Order prepared under the instructions of the Right Honorable the Governor and signed by him.
2 Minute on the same by the Honorable A. Malet, dated 5th July 1858.
3 Minute by the Honorable H. W. Reeves, dated 6th Idem.
4 Further Minute by the Right Honorable the Governor, dated 7th Idem.
5 Further Minute by the Honorable A. Malet, dated 8th Idem.
6 Further Minute by the Honorable H. W. Reeves, dated 9th Idem.

2. Copies of separate correspondence, &c., relating to this proposed Harbour, accompany my letter in the Public Works Department, No. 2066 of this day's date.

Draft of Government Order prepared under the instructions of the Right Honorable the Governor and signed by him.

1. The Government of India should be informed that this Government are strongly of opinion, that, the construction of a Railway from the Port of Baitcul or Suddasewghur, through the heart of the Southern Mahratta Country to Hydrabad, crossing the Sholapoor and Madras Railway some where about Moodgul, would be a very profitable undertaking as regards the company who carry it out, as well as one of immense advantage to Government, and to the people of the Districts which it would traverse, connecting as it would, one of the richest and most extensive Cotton Fields in India with Suddasewghur Bay, which, it has been ascertained, is capable of being made a first class Harbour, and excellent Shipping-Port, and which is moreover the point on the Western Coast of India which is nearest to Hydrabad, and all intervening Districts.

2. As regards the project of a Railway passing through the stations of Dharwar, Belgaum, Kolapoor and Sattara, such a means of communication would no doubt be of the greatest advantage to Government in a Political and Military point of view; but, the Country which it would traverse, is naturally more difficult than that to the Eastward, through which the Great Indian Peninsula and Madras Railways will pass, while it is also less productive, and could scarcely be

remunerative without drawing from the other Railways a portion of the traffic, which they may expect to carry. This Government are therefore of opinion, that the sanction of the Honorable Court, should, in the first place, be restricted to the construction of a line from Baitcul or Suddasewghur Bay to Hydrabad, with the understanding that such branch lines to it as can be shewn to be clear sources of profit to its proprietors, will be sanctioned hereafter.

3. The Governor in Council would also strongly recommend, that, the same Company which may be allowed to construct the line from Suddasewghur Bay to Hydrabad, should be invited to also carry out the formation of a first class Harbour at the former place, the feasibility of doing which is beyond doubt.

4. With reference to this last suggestion, the attention of the Government of India should again be solicited to the papers relating to Mr. Parke's inspection of Suddasewghur Bay and Baitcul Cove, forwarded to them with a letter from this Government in the Public Works Department, No. 1266, dated 6th May 1858.

5. As regards the Agency by which the double project of a Railway from Suddasewghur to Hydrabad, with its local branches, and the formation of a Harbour at Suddasewghur, should be carried out, this Government think that if the apparent reluctance of the Home Government to allow an increase to the number of Railway Agencies in this Country can be removed, the persons who have suggested the Southern Mahratta Railway, would probably be those most fit to carry it to a satisfactory completion, which they might be allowed to do under the control either of this Government, or of the Government of Fort Saint George. Should however, the Honorable Court refuse to permit the creation of this additional Agency, the work might be offered to the Great Indian Peninsula Railway Company, or the existing Madras Railway Company on condition of their arranging to carry it out without delay, and simultaneously, with their Railway now in course of construction.

2nd July 1858.

(Signed) ELPHINSTONE.

Minute by the Honorable A. MALET, dated 5th July 1858.

Of the Financial and Political value of a system of Railways which will give cheap and speedy communication between the Southern Mahratta Country and a Port available at all seasons on the coast nearest to it, there can be no doubt, nor can the value to Government of direct Railway communication between Poona and Dharwar, be well over-rated. It is however, probable that this line will not be undertaken at present, as the outlay would be heavy, while the returns seem to be insufficient at present to warrant it.

2. It has, I believe, been laid as a principle by the Honorable Court of Directors, that, competing lines of rail will not be allowed, and when so large an outlay is required before the Interior East of Bombay can be reached, it is not to be expected that the South-Eastern line, now under construction by the Great Indian Peninsula Railway Company can pay, unless the whole traffic of the Country it is calculated to drain, be secured to it. I think therefore, we should be cautious not to recommend such an extension of a line from the coast, to cross the line between Bombay and Madras, as that from Baitcul to Hydrabad; more especially, as I believe the latter City is contemplated as the Terminus of a branch from that Trunk near Sholapoor, when the progress of the present schemes of the Company will permit.

3. It seems to me that this point of competition demands especial notice, and that this draft Resolution in some degree loses sight of it. I hardly like to propose that the Southern Mahratta Country Railway Company should be requested to undertake the formation of Baitcul Harbour, the cost of which is entirely unknown, as well as, the period for its construction. I would therefore merely draw the attention of the Government of India to the fact, unless the harbour be made, it cannot be expected that a Railway terminating in a small port, closed for 3 or 4 months in the year, can be very successful. I apprehend that it was chiefly that consideration which has forced on the Honorable the Court of Directors, the necessity for contnuing the Guzerat line of rail South, from Surat to Bombay.

Minute by the Honorable H. W. REEVES, dated the 6th July 1858.

If it is understood that the Great Indian Peninsula Railway Company are to make a branch to Hydrabad, or if, in the absence of such circumstance, it be considered that a cross line from Suddasewghur to Hydrabad would be a competing one, contrary to the orders of the Honorable Court of Directors, the Railway from Suddasewghur may be sanctioned from that Port, as far as to any convenient point on the line, from Bombay to Madras. Perhaps, the point of junction of the Great Indian Peninsula Railway and the Madras or East Indian Railway, would be favorable neutral ground to pitch upon; we should have there 3 Railways meeting; and the Bombay Company could no more complain than the Madras one, of the existence of a new Company (the Suddasewghur one) in the event of its being found advisable and possible.

2. If Messrs. Dunbar and Brice will undertake to make the proposed Railway, and have experience in such works, I should be glad to see them employed; for I am of opinion, that it is not advisable to allow of the Great Indian Peninsula Railway Company, to have a monopoly of the Railway Traffic in the Southern Districts of this Presidency.

3. But, the grand object being in my opinion, to ensure by all possible means, the early commencement of the work, I quite agree to the terms of the Right Honorable the President's proposals which appear to hold that especially in view.

4. I feel strongly of opinion, that the works of the proposed harbour ought to be commenced without delay, either by Government or by a Company; I am satisfied that this important prospect, in combination with that of the Railroad into the heart of the Southern Mahratta Country, is one of those undertakings which are eminently calculated to add to the stability of British rule in India, by procuring and extending wealth and prosperity, and making the people of the country, happy and contented.

Further Minute by the Right Honorable the Governor, dated the 7th July 1858.

I do not think that a Railway from Hydrabad to Suddasewghur, can fairly be considered a competing line to the Great Indian Peninsula Railway.

2. To a certain extent, it would perhaps attract traffic which would otherwise be carried by the Great Indian Peninsula Railway, but, it seems to me, that if the Port of Suddasewghur is to be improved (and we are all agreed that this is most desirable) it follows, as a matter of necessity, that access by Railway should be afforded to it, and that this cannot be done without interfering to a certain extent, with the traffic of the Great Indian Peninsula Railway; for it is monstrous to suppose that the produce of Dharwar, and of the Raichore, Doab, and Bellary is to be carried to Bombay, if a convenient port is made at Suddasewghur.

3. The utmost that those who defend the interests of an existing Railway can fairly demand, is, that no other line leading to the same Terminus shall be made which can possibly interfere with it, but even if the projected branch line of the Great Indian Peninsula Railway from Sholapore to Hydrabad were made (and it has not yet been either surveyed or sanctioned) it would not affect the question of a Railway leading to a different point at least 300 miles distant from its own Terminus, Bombay.

4. I do not think that a line such as the Honorable Mr. Reeves proposes from Suddasewghur to the point where a Railway from that port to Hydrabad would cross the Great Indian Peninsula Railway line, would be a fair compromise in this case.

5. A glance at the Map will shew that a line from Suddasewghur to Hydrabad by Dharwar, would cross the Great Indian Peninsula Railway line between Sholapore and Bellary, at a point near Moodgul; now Moodgul is nearer Hydrabad than Sholapore, and if goods from Hydrabad *must* be carried to Sholapore, they would probably be carried on to Bombay as cheaply and more easily, than they would be carried (viâ Sholapore) to Suddasewghur.

6. My own conviction is, that, if a good harbour be made at Suddasewghur and a Railway be made direct from Hydrabad to this harbour, the Great Indian Peninsula Railway Company will have no more reason to complain of the Railway, than the Merchants of Bombay of the harbour. There is traffic enough for both, and the more the trade of the country is developed, the better it will be for both.

7. Of course, unless the harbour is made, it is useless to think about making the Railway; I should be very glad to see both made, and I am not aware of any objection to the harbour being made by a Company, which does not equally apply to the Railway. In the present state of our finances, I fear there is no chance of the harbour being made at all, unless it is undertaken by a Company.

(Signed) ELPHINSTONE

Further Minute by the Honorable A. MALET, dated the 7th July 1858.

I shall be very glad to find that a Railway from Suddasewghur or Baitcul to the Southern Mahratta Country, and to join the Trunk line at any convenient point, is to be made; but I object to its crossing the Trunk line and being continued to Hydrabad. If the Great Indian Peninsula Railway Company, are prepared to make a branch from the neighbourhood of Sholapore to that place, I consider that it would inevitably be a competing line, and that it is unnecessary; as the interests of Hydrabad will, in my opinion, be at least as well served by a branch from a line now under construction to join it with Bombay, as by the sanction to an embryo Company to construct a line to it, through a country as yet unsurveyed, from a part as yet unconstructed.

Further Minute by the Honorable H. W. REEVES, dated the 9th July 1858.

I concur generally in the views of the Right Honorable the President.

2. I suppose the Railway can be carried into the heart of the Southern Mahratta Country at any rate. The question of the completion may perhaps be deferred for the present. I confess, I am far from anxious to see the Great Indian Peninsula Railway Company in possession of a monopoly in the Southern Provinces of Bombay.

To accompany Bombay Government letter, Public Works Department, No 2065, dated 20th July 1858.

(Signed) W. HART,
Secretary to Government.

No. 82. ORDER THEREON, No. 1878; dated 13th September 1858.

Acknowledging receipt of Mr. Bayley's letter of the 10th June 1858, No. 1093, communicating correspondence on the steps taken, and in contemplation, by this Government for the improvement of Sedashegur Bay and Harbour, the Government of Bombay forward for information, transcript of a letter addressed by them to the Government of India, and of a Draft Resolution and Minutes of the Right Honorable the Governor and Members of Council, on the importance and advantage of constructing a Railway from Beitcul, or Sedashegur, on its formation as a port, to the city of Hydrabad, traversing the Southern Mahratta country, and crossing the Madras and Bombay line, at a point near Moodgul, about 70 miles to the North-west of Bellary and situated in the Dooab.

2. This Government have already expressed their views of the importance of the proposed Harbour at Sedashegur. They think it a great desideratum under any circumstances, but there is no doubt that its advantages, would be extended by such a Railway as that suggested in the papers communicated by the Bombay Government. The Harbour is however called for, wholly irrespective of any railroad; and the Government consider that the two projects should therefore be kept quite distinct, in order that the one may not be lost sight of, or merge in the consideration of the other.

3. The Government resolve to forward the papers communicated by the Bombay Government, to Colonel Arthur Cotton, with a request to report his views, in order that a reply may be transmitted to the Government of Bombay, on the subject of the present reference.

(Signed) T. PYCROFT,
Chief Secretary.

No 2065 of 1858.

Public Works Department.

To,

The Acting Secretary to the Government
of Fort Saint George.

Sir,

I am directed by the Right Honorable the Governor in Council to acknowledge the receipt of your letter No 1093 dated 10th June 1858 and in reply to request that you will have the goodness to communicate to the Government of Fort Saint George, the thanks of this Government for the papers which accompanied it.

2. I am at the same time desired to forward for the information of the Government of Madras, Copies of the documents mentioned in the margin, from which they will learn the sentiments of this Government on the project of a Railway from Suddasewghur to the interior — a project which it appears from para-

graph

Letter to the Government of India from the Public Works Department (Railway Branch) No 681 dated 20th July 1858 with accompts.

to prepare

/Copies/

No. 681 of 1858.

Public Works Department

/Railway Branch/

From,

W. Hart, Esquire,

Secretary to the Government

of Bombay

To,

Major H. Strachey

Officiating Secretary to the

Government of India.

Dated 20th July 1858.

Sir,

I am directed to acknowledge the receipt of your letter, No 1954, dated 30th April 1858, with accompaniments, and to forward copies of the papers noted in the margin, which will make the Government of India aware of the views of the Right Honble the Governor of

1. Draft of Govt Order for sanctioning the instructions of the Right Honble the Governor and signed by him.
2. Minute on the same by the Honble A. Mabb, dated 5th July 1858.
3. Minute by the Honble H. W. Reeves, dated 6th Idem.
4. Further Minute by the Right Honble the Governor, dated 7th Idem.
5. Further Minute by the Honorable A. Mabb, dated 8th Idem.
6. Further Minute by the Honble H. W. Reeves, dated 9th Idem.

to prepare

graph 3 of the Extract from Minutes of Council dated 16th June 1858 annexed to your letter under reply, has already formed the subject of Correspondence between the Government of India and the Madras Government.

I have the honor to be,
Sir,
Your most obedt. Servant
W. Hart
Secretary to Govt.

Bombay Castle
20 July 1858

of Bombay and the several Civil Members of his Government on the subject of Railway communication between the Suddaseeghur river and the Southern Mahratta Country and Interior Districts, and the formation of a Harbour at Bailoul Cove, or Suddaseeghur Bay.

2. Copies of separate correspondence, W^ch relating to this proposed Harbour accompany my letter in the Public Works Department N^o 2066 of this day's date.

I have the honor to be
Bombay Castle } Signed W. Hart.
26th July 1838. } Secretary to Govt.

Draft of Government Order prepared under the instructions of the Right Honorable the Governor and signed by him.

1. The Government of India should be informed that this Government are strongly of opinion that the construction of a Railway from the Port of Bailoul or Suddaseeghur through the heart

heart of the Southern Mahratta Country to Hydrabad, crossing the Sholapoor and Madras Railway somewhere about Moodgul, would be a very profitable undertaking as regards the Company who carry it out, as well as one of immense advantage to Government and to the people of the Districts which it would traverse, connecting as it would one of the richest and most extensive cotton fields in India with Suddaseeghur Bay, which, it has been ascertained, is capable of being made a first class harbour, and excellent shipping Port, and which is moreover the point on the Western Coast of India which is nearest to Hydrabad and all intervening Districts.

2. As regards the project of a Railway passing through the stations of Dharwar, Belgaum, Sholapoor and Sattara, such a mean of communication would no doubt be of the great[est] advantage to Government in a Political and Military point of view, but the Country which it would traverse is naturally

naturally more difficult than that to the Eastward through which the Great Indian Peninsula and Madras Railways will pass, while it is also less productive, and could scarcely be remunerative without drawing from the other Railways a portion of the traffic which they may expect to carry. His Government are therefore of opinion that the sanction of the Honorable Court should, in the first place, be restricted to the construction of a line from Bailoul or Suddaseeghur Bay to Hydrabad, with the understanding that such branch lines to it as can be shewn to be clear sources of profit to its proprietors will be sanctioned hereafter.

3. The Governor in Council would also strongly recommend that the same Company which may be allowed to construct the line from Suddaseeghur Bay to Hyderabad should be invited to also carry into the formation of a first class Harbour at the former place, the feasibility of

of doing which is beyond doubt.

4. With reference to this last suggestion, the attention of the Government of India should again be solicited to the papers relating to Mr Parkes's inspection of Suddaseeghur Bay and Bailoul Cove forwarded to them with a letter from this Government in the Public Works Department, No 1266 dated 6th May 1858.

5. As regards the Agency by which the double project of a Railway from Suddaseeghur to Hydrabad with its local branches, and the formation of a Harbour at Suddaseeghur, should be carried out, this Government think that if the apparent reluctance of the Home Government to allow an increase to the number of Railway Agencies in this Country can be removed, the persons who have suggested the Southern Mahratta Railway would probably be those most

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most fit to carry it to a satisfactory completion which they might be allowed to do under the control either of this Government or of the Government of Fort St George. Should however the Honorable Court refuse to permit the creation of this additional Agency the work might be offered to the Great Indian Peninsular Railway Company or the existing Madras Railway Company on condition of their arranging to carry it out without delay, and simultaneously with other Railways now in course of construction.

2d July 1856 (signed) Elphinstone

Minute by the Honorable A. Malt dated 5th July 1856.

Of the financial and political value of a system of railways which will give cheap and speedy communication between the Southern Mahratta Country and a port available at all seasons on the Coast nearest to it there can be no doubt, nor can the value to Government of direct railway communication between Poona and Dharwar be well overrated. It is however probable that this line will not be undertaken at present as the outlay would be heavy, while the returns seem to be insufficient at present to warrant it.

2. It has already been laid as a principle by the Honorable Court of Directors that competing lines of rail will not be allowed and where so large an outlay is required before the Interior East of Bombay can be reached, it is not to be expected that the South Eastern line now under construction by the Great Indian Peninsula Railway Company can pay unless the whole traffic

traffic of the Country it is calculated to draw the Secured to it. I think therefore we should be cautious not to recommend such an extension of a line from the coast to cross the line between Bombay and Madras as that from Raitaut to Hydrabad; more especially as Sholapore the latter City is contemplated as the Terminus of a branch from that trunk near Sholapore when the progress of the present schemes of the Company will permit.

3. It seems to me that this point of Competition demands especial notice and that this draft Resolution in Council depreciates sight of it. I should like to propose that the Southern Mahratta Country Railway Company should be requested to undertake the formation of Raitaut harbour, the cost of which is entirely unknown as well as the ground for its

Construction

Construction. I would therefore merely draw the attention of the Government of India to the fact unless the harbour be made it cannot be expected that a railway terminating in a small port, closed for 3 or 4 months in the year, can be very successful. I apprehend that it was chiefly that consideration which has forced on the Court of Directors the necessity for continuing the Gogerat line of rail South from Surat to Bombay.

5th July 1858. Signed J. Malet.

Minute by the Honorable H. B. Reeves dated the 6th July 1858.

It is understood that the Great Indian Peninsula Railway Company are to make a branch to Hydrabad, or if in the absence of such circumstance, it be considered that a Cross line from Guddaseegaum to Hydrabad would be a compelling one contrary to the orders of the Court

A proposal

Court of Directors, the Railway from Luddaloughee may be sanctioned from that Port, as far as to any Convenient point on the line from Bombay to Madras. Perhaps the point of junction of the Great Indian Peninsula Railway and the Madras or East Indian Railway would be a favorable neutral ground to pitch upon, we should have there 3 Railways meeting, and the Bombay Company could no more complain than the Madras one of the existence of a new Company (the Luddaloughee one) in the event of its being found advisable and possible.

2. If Messrs Binnby and Rice will undertake to make the proposed Railway, and have experience in such works, I should be glad to see them employed; for I am of opinion that it is not advisable to allow of the Great Indian Peninsula Railway Company to have a monopoly of the Railway traffic in the Southern Districts of this Presidency

Presidency.

3. But the grand object being in my opinion to ensure, by all possible means, the early commencements of the work, I quite agree to the terms of the Right Honorable the President's proposals which appear to hold that especially in view.

4. I feel strongly of opinion that the works of the proposed Railways ought to be commenced without delay either by Government or by a Company. I am satisfied that this important project, in combination with that of the Railroad into the heart of the Southern Mahratta Country, is one of those undertakings which are eminently calculated to add to the stability of British rule in India, by procuring and extending wealth and prosperity and making the people of the Country happy and contented.

6th July 1858. Signed H. W. Reeves.

Further Minute by the Right Honble the Governor dated the 7th July 1858.

Ido

in progress

I do not think that a Railway from Hydrabad to Siddaseughur can fairly be considered a competing line to the Great Indian Peninsula Railway.

2. To a certain extent it would perhaps attract traffic which would otherwise be carried by the Great Indian Peninsula Railway but it seems to me that if the Port of Siddaseughur is to be improved (and we are all agreed that this is most desirable) it follows as a matter of necessity that access by Railway should be afforded to it and that this cannot be done without interfering to a certain extent with the traffic of the Great Indian Peninsula Railway, for it is monstrous to suppose that the produce of Dharwar and of the Raichore Doab & Bellary is to be carried to Bombay if a convenient port is made at Siddaseughur.

The utmost that those who defend the interests of an existing Railway can fairly demand is that no other line leading to the same terminus shall be made which can possibly interfere with it; but even if the projected branch-line of the Great Indian Peninsula Railway from Sholapore to Hydrabad had been made (and it has not yet been either surveyed or sanctioned) it would not affect the question of a Railway leading to a different point at least 300 Miles distant from its own terminus, Bombay.

4 I do not think that a line such as the Honorable Mr. Rennie proposes from Siddaseughur to Hydrabad would cross the Great Indian Peninsula Railway line would be a fair comparison in this case.

5 A glance at the Map will show that a line from Siddaseughur to Hydrabad by Dharwar would cross the Great Indian Peninsula Railway Line between Sholapore and Bellary at a point near Moodgul. Now Moodgul is nearer Hydrabad than Sholapoor, and if goods from Hydrabad must be carried to Sholapore, they would probably be carried on to Bombay as cheaply and more easily than they would be carried

(via Sholapoor) to Siddaseughur.

6 My own conviction is that if a good harbour be made at Siddaseughur and a Railway be made direct from Hydrabad to that harbour the Great Indian Peninsula Railway Company will have no more reason to complain of the Railway, than the merchants of Bombay of the harbour. There is traffic enough for both and the more the trade of the country is developed the better it will be for both.

7 Of course unless the harbour is made, it is useless to think about making the Railway I should be very glad to see both made, and I am not aware of any objection to the harbour being made by a Company, which does not equally apply to the Railway. In the present state of our finances I fear there is no chance of the harbour being made at all unless it is undertaken by a Company.

7th July 1868 } /Signed/ Elphinstone

Further Minute by the Honorable A. Mabel dated the 9th July 1868.

I shall be very glad to find that a Railway from Siddaseughur or Kaitful to the Southern Mahratta Country and to join the trunk line at any convenient point is to be made, but I object to its crossing the trunk line and being continued to Hydrabad of the Great Indian Peninsula Railway

Railway Company are prepared to make a branch from the neighbourhood of Sholapoor to that place I consider that it would inevitably be a competing line and that it is unnecessary as the interests of Hydrabad within my opinion be at least as well served by a branch from a line now under construction to join it with Bombay as by the same law to an embryo Company to construct a line to it through a Country as yet unsurveyed from a part as yet unconstructed

8th July 1868 } /Signed/ A. Mabel

Further Minute by the Honorable A. W. Reeves dated the 9th July 1868

I concur generally in the views of the Right Honorable the President.

2 I suppose the Railway can be carried into the heart of the Southern Mahratta Country at any rate. The question of the completion may perhaps be deferred for the present. I confess I am far from anxious to see the Great Indian Peninsula Railway Company in possession of a monopoly in the Southern Provinces of Bombay

9th July 1868 } /Signed/ A. W. Reeves

True

(True Copies.)

Examiner

To accompany Bombay Government Letter Pub. lic Works Department No. 2165 dated 20th July 1858.

Secretary to Government

Copied by

Memo.

Letter from Bombay. 20th July 1858, No. 2065, communicating views of the Madras Govt. upon that part of the proposal of connecting the Madras railway system with the Bombay system which relates to a railway from Madras to Beypore (on the Malabar Coast) with a branch to Palicatt.

Entered Madras Country.

Or the subscription by Col. A. Cotton
of his Memorandum on the formation of
a Railway at Beypore on
the Malabar Coast in connexion with
the Madras Railway, the Govt. of
Bombay (Mr. Elliot) in Letter
dated 20th July 1858, No. 1012, requests the Chief Engr. to
prepare and submit Plans and Estimates of
the works required at Beypore.

Mr. Elliot's letter forwarding Col. Cotton's
Memorandum was received by the Secretary to
Government Public Works Dept. on the 4th August
1858 (Vide Letter from Mr. Elliot
dated 4th August 1858, No. 1205), that Govt. have
referred it to Mr. Parkes, a Civil Engr. employed
by the Nizam's Government, for the
consideration of the Railway Committee,
to examine the Port of Beypore, and that
he will report upon the practicability of
connecting the Madras Railway system with
Bombay to the South of Madras and the Northern
Circars by a line through the Nizam's Country
to the Godavery, and thence down the Valley
of the Godavery to the Coast at Rajahmundry.

Public Works 1858 Dept.
Dated 20th July 1858.
No. 1736.

From the Secretary to the
Govt. of Bombay

Dated 20th July
Received 4th Augt. } 1858.

No. 2065.

Judl. No. 1878. 13th Septr 1858.

Forwarding copies of certain Documents containing the views of the Bombay Government on the project of a Railway communication between the Sudda Sungham River and the Southern Mahratta Country & the Interior &c.

Copy sent to Col. A.
Cotton
13 Sept 58

1851.

C 14 Aug. R 23 C 30 Aug. Disp

improvements suggested by Mr. Parkes. Thereupon, this Govt informed the Govt of Bombay that the subject had long engaged their own attention, and that they had called on the Engineer in Chief Engr to prepare the Plans and Estimates required; and at the same time, they communicated with the Govt of India, and expressed the hope that the project might not be permitted to pass out of the hands of the Govt who had initiated it.

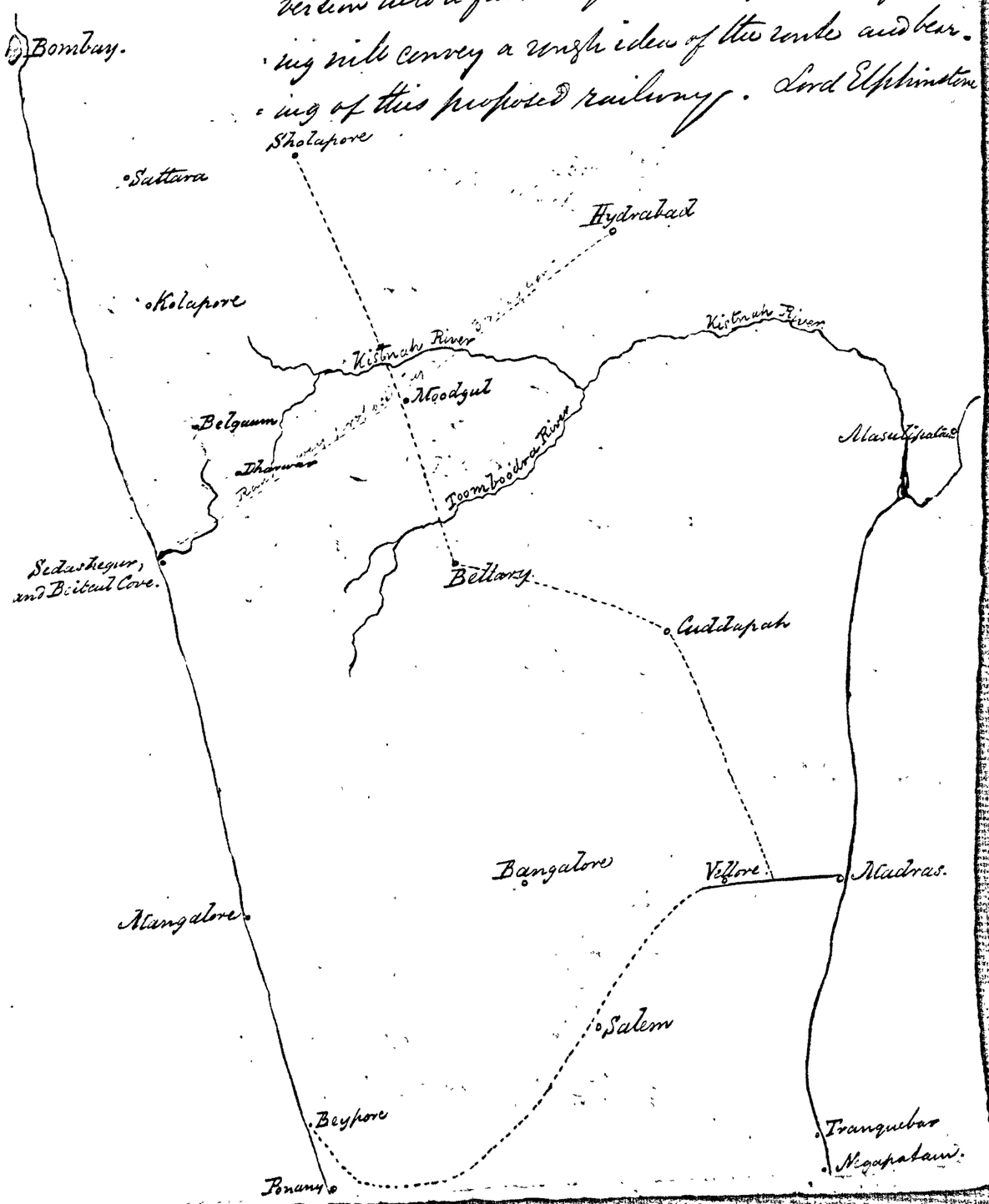
vide E. No. C. 10th June 1858, No 1092, and pa. pers connected therewith.

From Govt. of Bombay, Current Letter dated 20th July/58, No 2065.

The Govt of Bombay now write in acknowledgment of our letter informing them that the Subject of the Sedashegur Harbour had engaged our own attention; and they take the opportunity of communicating a letter of theirs to the Govt of India, giving cover to a Draft* Resolution and Minutes of Members, on the importance of constructing a Railway from Beitool, or Sedasheger, thro' the Southern Mahratta Country, to Hydrabad, cropping the Sholapore and Madras Railway, at a point somewhere near Moodgul, which on referring to the Map, appears to lie about 70 miles to the North West of Bellary and in the Dovab Country. The draft Resolution does not appear to have passed as an order, but bearing Lord Elphinstone's signature &

*dated 2d July/58.

appear to be the opinion of that body. Views. He conceives that this Railway will be profitable to the Company who may carry it out, and be of immense advantage to the Govt and the people of the Districts which it would traverse, connecting as it would the richest section of India with Sedasheguer, capable of conversion into a first class harbour & port. The following will convey a rough idea of the route and bearing of this proposed railway. Lord Elphinstone



recommends that the Company which may be allowed to construct this Railroad should be invited to carry out the formation of the Bedaukeyur Bunbur, & with this view, he recalls the attention of the Govt of India to Mr. Parks' papers.

The next question which comes under discussion is the Agency to carry out this double object. Lord Elphinstone recommends "the persons who have suggested the Southern Mahratta Railway" as most fit to carry the project either under the orders of the Bombay Railway Govt to completion; but if the Hon'ble Court object to create this additional agency, he says the work might be offered to the Great Indian Peninsula Railway Company, or to the existing Madras Railway Company, on condition they carry it on simultaneously with their Railway now under construction.

Minute 5th July.

The Hon'ble Mr. Malet fully admits the financial and political value of railway communication between the Southern Mah. Country & Portl and a Port at all times available on the Western Coast, but he objects to such an extension of the line from the coast as will

Minute, 6th July.

cross the Bombay and Madras line, as the two lines would come into competition with each other, 2dly, because he believes Hyderabad has already been contemplated as the terminus of a branch from the trunk at Sholapore. He also objects to the Southern Mahratta Railway Company being entrusted with the formation of the Bedaukeyur Bunbur, as its cost and period of construction are unknown.

The Hon'ble Mr. Reeves is of opinion that if the Great Indian Peninsula Railway Company are to make a branch to Hyderabad, or if in the absence of that, a cross line to Byder had would be a competing one, the railways from Bedaukeyur may be sanctioned from that port to any convenient point on the Madras and Bombay line, say the point of junction between the Madras and Bombay sections, as a Govt neutral ground. He commends Messrs Rumbur and Brice being entrusted with the work, as he is no advocate for a monopoly of the railway traffic in the Southern districts of the Bombay Presidency being in the hands of the G. I. P. Railway Company. He is of opinion that the harbour should be at once commenced either by Govt or by a private Company.

Minute, 7th July.

Lord Elphinstone contends that the Cedasheyn and Hydrabad Railway cannot be considered a competing line to the G.I.P. Railway; that this Company will have no more reason to complain of the Cedasheyn line than the Merchants of Bombay of the harbour, as there is traffic enough for both, and the more the trade of the Country is developed, the better it will be for both.

Minute, 8th July.

Mr. Malet rejoins that it will be inevitably a competing line; and that it is necessary, as the interests of Hydrabad will be as well served by a Branch from a line under consideration to connect it with Bombay, as by sanction to an embryo company to construct a line "thro a country as yet unsurveyed from a port as yet unconstructed."

Minute 9th July.

Mr. Reeves thinks that the line may at any rate be carried into the heart of the S. Mahratta Country, deferring the question of completion for the present.

The sentiments of the Members of Govt are accordingly on this subject, to dispose of the present reference from Bombay.

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The last papers from the Bombay Govt upon the harbour & the British coal communication to the Govt of Bombay & to the Govt of India upon this subject were read and considered by the Council.

It was agreed that the construction of a Railway from Sholapoor by Hyderabad should be prepared for the consideration of the Bombay Govt, and that a Memorandum should be drawn up for the information of the Bombay Govt.

It was agreed that any proposal to have such a Railway should be found to be unnecessary, and that the Bombay Govt should be informed of the decision of the Govt of India upon this subject.

It was agreed that the Bombay Govt should be informed that the Govt of India is of opinion that the Railway from Sholapoor to Hyderabad is a great desideratum under any circumstances, & that the advantages are considerably greater if a Railway to the harbour of Bombay should be found practicable.

It was agreed that these papers should be returned to the Bombay Govt with the request that they will favour the Govt of India with their opinion as early as possible after the receipt of the papers, to enable us to [illegible] reply to the letter from the Govt of Bombay.

P. 768

№ 1878

Extract from the Minutes of Consultations
Under date the 13th Sept. 1858

Read the following
letter from the Secretary
to the Govt. of Bombay

(Were enter 20 July /58
№ 2065)

Acknowledging receipt
of Mr. Bayley's letter of the 10th
June /58, № 1093, communicating
correspondence on the steps taken,
and in contemplation, by this
Govt for the improvement of the
Dasheyur Bay and Harbour, the
Port of Bombay forward for infor-
mation, transcript of a letter ad-
dressed by them to the Govt of
India, and of a Draft Resolution
and Minutes of the Right Honble
the Govr and members of Council
on the importance and advantage
of constructing a Railway from
Sirkeul, or Dedashegur, as its for-
mation as a port, to the city of
Hydrabad, traversing the Southern

Mahratta country, and cropping the Madras and Bombay line at a point near Moodgul, about ~~70~~ 78 miles to the northwest of Kellary ~~Hurda~~ and situate in the Doaab.

This Govt have already expressed their views of the importance of the proposed harbour at Sedasheguer. They think it a great desideratum under any circumstances, but their is no doubt but it is ~~that it can only tend to establish~~ would be additional advantage, to extend the ~~harbour~~ by such a railway as that suggested in the papers communicated by the Bombay Govt. ~~Hopeful however that~~ The harbour is however wholly called for irrespective of any Govt work; and the two projects should therefore be kept distinct, in order that the one may not be lost sight of or merged in the consideration of the other. The necessity of the harbour being once admitted the advantages of a railway such as that proposed by his Lordship the Govr of Bombay, in connection with it, will doubtless serve to render the urgency of the harbour the more apparent, and may lead to its eventual erection.

The Govt resolve to forward the papers communicated by the Bombay Govt, to Colonel Cotton, with a request that he will be good enough to obtain ~~the same early as possible after the rains, accompanied by~~ a report upon this views, in order that a reply may be transmitted to the Govt of Bombay on the subject of the present reference.

2 Copies to Col. Cotton - Dispt 14

Mr Cons: 15th June/58.
5 C 8.

Public Works 1858 Dept.
Dr to Cons: 14th Sept.

No 1878.

Extract Mins of Cons:
Dy 13th Sept. /58.

From Colr A Cotton Commandg Engineer
7 — 58 R. 2832 in Cons: 14 Oct
87 C 89

Forwarding to Colr Cotton, certain papers connected with the improvements of the Sunderbunds Bay and the navigation & advantages of a Railway from Beitool into the Interior with a request that he will report his views on the subject.

No 81 of 82.

Copy to the Govr in Bombay 14 Oct/58
R: 2699.