MADRAS—1—17,006—8-8-37.

(1) Number of pages 42

(2) Date of repair 13-8-62

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 485 Press / Mis.

3.11-312.

Dated 19-3- 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 19th March 1862.

Read the following letters:—

No. 311. From Lieutenant-Colonel C. C. JOHNSTON, Consulting Engineer for Railways, to the Honorable T. PYCROFT, Chief Secretary to Government, Fort Saint George, dated Madras, 20th January 1862, No. 11.

SIR,

1. In returning the plan and correspondence received with the Order of Government, No. 41, dated the 18th instant, I have the honor to express my opinion in favor of the proposition made by Messrs. J. Samuel and G. B. Bruce, to lay down Street Railways in Madras.

2. I am also of opinion that the lines specified in paragraph 2 of Lieutenant-Colonel Horsley's letter* have been judiciously selected, as regards the first section of three miles, but it is very important that a branch should be carried along the west side of the People's Park to the Railway station near the Salt Kottárs. This branch with the position of the station, I have shown, in pencil, on the map.

* No. 8,544, 19th December 1861.

3. With reference to Mr. Collett's† suggestion, that "It "would be desirable that Merchants should be allowed to lay "down branch lines from such Railway to their own godowns and "be licensed to use their own trucks," I would observe that such an arrangement would be open to objection.

† Late Acting Collector of Sea Customs.

4. The whole system of Street Railways should I consider be entirely under the management of the promoters of the scheme, who would doubtless be prepared to provide all branches and such rolling stock for working them as may be necessary to meet the requirements of the public, and I would merely add "that no concessions for similar lines in the city and suburbs "of Madras be given to any other parties without first being offered to them," is one ef the stipulations made by Messrs. Samuel and Bruce.

From C. COLLETT, Esq., Acting Collector of Sea Customs, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, Public Works Department, dated Madras, 12th November 1861, No. 552.

SIR,

1. In reply to your Memorandum dated the 2nd instant, No. 6,806, I have the honor to state that the subject has, as you are aware, been discussed in the Pier Committee of which I am a member.

2. When the Pier is opened I believe it will soon be found indispensable for the sake of the traffic, that there should be a Street Railway connected with it extending to the Railway station on one side, and at least as far as Messrs. Parry & Co.'s Office on the other, with a branch line to the back of the Custom House Yard in connection with the lines to be laid down in the Yard. It would be desirable that Merchants should be allowed to lay down branch lines from such Railway to their own Godowns, and be licensed to use their own trucks.

3. It may be advisable that such Railway should form part of the now proposed Street Railway, and not be done by Government. But if so, I decidedly think that it would be most impolitic to allow to private persons to lay down such a line without some stipulation as to the charges and arrangements to be made in respect the carriage of export and import goods.

From J. J. FRANKLIN, Esq., Chairman Pier Committee, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, dated Madras, 13th November 1862, No. 21.

SIR,

In compliance with your Resolution of the 2nd instant, No. 6,806, on Proceedings of Government of the 30th ultimo, No. 741, I have the honor, on behalf of the Pier Committee to forward Extract from their Proceedings of the 11th instant.

Extract from the Proceedings of the Pier Committee, 11th November 1861.

1. The Committee assembled at ½ past 11. All present.

2. The first subject taken into consideration was Messrs. Samuel and Bruce's proposal to establish a Street Railway in such of the Madras roads as the Government *may select.*

3. The Committee resolve to recommend that the first section of the Railway shall extend from Periamootoo across the Hospital Bridge (which must be widened for the purpose,) to the Beach at the North Esplanade, and thence along the Beach road to the Railway Station and that it shall be connected with the Pier rails to admit if possible of the carriages being shunted on to the Pier.

4. They further resolve to bring to the Chief Engineer's notice that as the proposers of the scheme stipulate for the exclusive right of using vehicles on their Railway, some restriction should be placed on their charges if it is connected with the Pier rails.

(True Extract.)

(Signed) J. J. FRANKLIN, *Chairman.*

From the Municipal Commissioners for the Town of Madras, to Lieut.-Colonel W. H. HORSLEY, Chief Engineer, Public Works Department, dated Madras, 14th November 1861.

SIR,

1. We have the honor to acknowledge the receipt of a copy of the Order of Government dated 30th ultimo, No. 741, forwarded with your Resolution of 2nd instant, in which you ask us to favor you with our views on the subject of Messrs. Samuel and Bruce's proposal to lay down ten miles of Street Railway at Madras on certain conditions.

2. We are inclined to think favorably of the said proposition, and shall be glad to see it experimented upon at an early date.

3. The line we would recommend for the first three miles is as follows.

4. To start from the Railway Terminus at Royapooram, cross the foot of the Pier, and along the North Beach road as far as Messrs. Parry & Co.'s Office, from which it should run west-ward along the China Bazar road and Erasapa Maistry Street, past the General Hospital and over the Hospital Bridge, which must of course be widened for the purpose, to Pariamotoo, which is the great store house for produce.

5. The roads abovementioned are the widest in Madras, and we think it advisable to make the experiment on them rather than in the narrow streets in the heart of the town.

6. Government may perhaps find it convenient to extend the experimental line to the Fort and to the Gun Carriage Manufactory, but this would make the length exceed three miles.

7. It will be necessary that Government should reserve to themselves the right of fixing and revising the rates of Carriage and Passengers fares, as in the case of the Madras Railway.

(Signed) B. CARDOZO,
(,,) S. JESUDASEN,
Municipal Commissioners for the Town of Madras.

From the Honorable W. R. ARBUTHNOT, Chairman Chamber of Commerce, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, Public Works Department, dated Madras, 3rd December 1861.

SIR,

1. I have the honor to acknowledge the receipt of the Order of Government 30th October 1861, No. 741, forwarded by you on the 2nd ultimo, with a request that the Chamber would give you their views upon the subject of Street Railways in Madras, as proposed to be laid down in the letter of Messrs. J. Samuel and G. B. Bruce, dated London, 26th September 1861.

2. The Chamber have considered the subject which you placed before them, and are of opinion that the advantages of Street Railways are so obvious as to require no comment, and as the gentlemen who propose constructing the Railways require no guarantee either public or private, it is thought that there can be no objection to their carrying out their project upon the conditions proposed by them.

3. The Chamber would suggest that the first section of three miles, which it is proposed to construct, should start from the Railway Terminus at Royapooram, running past the foot of the new Pier, along the Beach to Messrs. Parry & Co.'s corner, that from thence it should skirt the Esplanade, round by the Bazars, to the General Hospital, from thence over the Hospital Bridge (which would require, as it now does, re-construction) to Periamootoo and the Gun Carriage Manufactory.

Proceedings of the Madras Government, Public Works Department, 19th March 1862.

4. It is understood that the Municipal Commissioners concur in this recommendation.

No. 312. ORDER THEREON, 19th March 1862, No. 486.

1. In their letter dated 26th September 1861, Messrs. J. Samuel and G. B. Bruce of London, proposed to lay down and work ten miles of Street Railway on the American model, to be worked by horses or bullocks only, on such roads in the City of Madras as this Government might select, of the same gauge as the Madras Railway (5 feet 6 inches), and without interfering with the ordinary traffic; the only conditions stipulated for being, that they were to be allowed the exclusive privilege of such an undertaking, and that no concessions for similar lines in the City and suburbs were to be made to any others, without being first offered to them. They asked for no guarantee, or money aid; but begged to be allowed the option of carrying out their project through the medium of a Registered Joint Stock Company; all repairs of roads incident to the working of their lines being borne by themselves. They proposed to give to this Government the option of ordering the removal of the lines, or taking the working into their own hands, at the end of seven, fourteen or twenty-one years, on paying the proprietors the value of the undertaking on the profits of the three preceding years at 5 per cent. per annum; they themselves having the option of removing their materials and plant at the like periods. They further undertook, under penalty of forfeiting the concession sought by them, to lay down and work the first section of three miles, within twelve months of receiving notice in England of the grant of such concession.

2. Before replying to this proposal, the Government deemed it expedient to obtain the opinion of the Chief Engineer, the Municipal Commissioners, the Chamber of Commerce, the Pier Committee, and the Collector of Sea Customs. After consulting with the several authorities named, the Chief Engineer reported on the desirableness of allowing Messrs. Samuel and Bruce to lay down 10 miles of Railway on the terms specified above; and selected the three miles* to be put down in the first instance, as starting from the Railway Terminus, past the foot of the new Pier, along the North Beach road to the corner where Messrs. Parry & Co.'s house of business stands (being one mile); thence westward, skirting the Bazars to the General Hospital (two miles); and onwards in the same direction over the General Hospital Bridge (which is to be greatly widened, and have its approaches reduced) to the Gun Powder Manufactory and the Vepery road, near which is Periamootoo, the great emporium of up-country produce, making altogether the three miles in question. As this line would cross those leading from the Custom House to the Pier, the connection being effected by turn-tables, or other expedient, the Chief Engineer pointed out the necessity of entering into arrangements with Messrs. Samuel and Bruce for leaving undisturbed the tariff laid down by Government for passengers and goods arriving at the Pier; and as many goods coming by the Street Railway at the Custom House would have to pass into that building, the Acting Collector of Sea Customs recommended a branch line from the first section to be taken to the back of the Custom House Yard, to be connected with the lines of rail to be laid down in the Yard, and further that the Merchants should be allowed to lay down to their own Godowns, secondary branch lines licensed for their own trucks; but these suggestions, as well as those for throwing off branches to the Saint George's and Wallajah Gates of the Fort, to communicate with the Arsenal and eventually with the Mount Road, are matters which will better come under consideration hereafter when the direction of the remaining seven miles has to be determined, and when once the question of laying down the first section has been settled.

* Marked in red in accompanying Map of Madras, proposed branches being shown in yellow.

3. In the letter recorded above, the Consulting Engineer for Railways, whose opinion was likewise subsequently called for, reports also in favor of Messrs. Samuel and Bruce's proposal, and considers the line pointed out by the Chief Engineer to be judiciously selected. Colonel Johnston, however, suggests as being very important, the construction of a branch along the west side of the People's Park to the Railway Station near the Salt Kottárs;† but this also appears to the Government to be a question that might be left for consideration, after the first main section of three lines has been laid down. Referring to the opinion

Proceedings (Public Works Department) 31st December 1861, No. 2,403.
Proceedings Financial Railway Department, 15th January 1862, No. 42.

† Marked in pencil on the map above referred to.

of the Acting Collector of Sea Customs, as to the Merchants being allowed to lay down branch lines to their own godowns, licensed for their own trucks, Colonel Johnston takes the opportunity to state that the whole system of Street Railways, and requirements connected therewith, should be left entirely in the hands of the projectors of the scheme.

4. Such being the opinion of the Officers of Government consulted on the point, His Excellency the Governor in Council resolves to communicate to Messrs. Samuel and Bruce his approval generally of the undertaking, as explained in their letter of the 26th September last, and his readiness to agree to their terms, subject to the approval of the Right Honorable the Secretary of State, to whom the subject will now be reported.

5. As a commencement, the Governor in Council would select the line (three miles in length) indicated in red on the abovementioned map, submitted with the Chief Engineer's letter 19th December 1861, No. 8,544.

6. The Government do not think that the expense of widening the Hospital Bridge should be thrown on the projectors of the Street Railway, and it so happens that provision has been made in the Budget of 1862-63 to the extent of 10,000 Rupees (under an estimate of 17,200 Rupees) for widening this very bridge for the ordinary traffic of the road from 25 to 40 feet, and reducing the slope of the approaches to 1 in 40. The latter width will probably be sufficient for all purposes.

7. This line, as noticed above, commences at the Railway Station, and passing the Pier and Customs House, proceeds west wards through a populous neighbourhood to a suburb in which produce is largely stored for sale and export. Rails of the Indian gauge are to be laid by Government along the Pier, and from it into the Custom House Yard. The Governor in Council considers that no more promising line could be selected for the trial of Messrs. Samuel and Bruce's system; and that if their fares are moderate and their arrangements efficient, they may reasonably expect to secure a large amount of traffic. The Government select the line here indicated as the one most likely to pay, but they are perfectly willing to accede to any proposition of the Contractors which may be reasonable, for the latter are the best judges of their own interests.

8. With these observations, the Governor in Council is quite prepared to agree to Messrs. Samuel and Bruce's terms, and resolves to request the Right Honorable the Secretary of State for India to sanction and complete the necessary arrangements with them. Messrs. Samuel and Bruce will be given to understand that the final acceptance of their offer rests unconditionally with the Secretary of State for India, to whom the necessary communication will now be made.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

Ordered that the following letter be despatched.

No. 313. From Lieutenant-Colonel W. H. HORSLEY, Secretary to Government, D. P W., Fort Saint George, to Messrs. J. SAMUEL and G. B. BRUCE, 21, Great George, Street, Westminster, London, dated 19th March 1862, No. 487.

GENTLEMEN,

1. I am directed by the Honorable the Governor in Council of Madras to acknowledge the receipt of your letter of the 26th September last, requesting permission to lay down Street Railways in this City on certain conditions, and in reply to furnish you with the accompanying Proceedings of this Government of this day's date, containing a record of their views, and their general approval and acceptance of your proposal.

Proceedings Madras Government, 19th March 1862, No. 486.

2. You will be good enough to understand however, as therein pointed out, that the final acceptance of your offer rests unconditionally with Her Majesty's Secretary of State for India, who has been requested to make the necessary arrangements with you, should he agree with this Government in the view they have taken.

5

Public Works Dept

No

Proceedings of the Madras Government
Under date the February 1862.
Read the following
letter from the Consulting
Engineer for Railways.

Returns plan and correspondence received from Govt, reports his opinion in favor of the proposition made by Messrs J. Samuel & G. B. Bruce to lay down Street Railways in Madras.

(Received 20th January 1862 No 11)

I have made a few observations upon parts of this draft. I think however unfair to the experimental contractor to compel him to build one which complies with the conditions of the Railway Act. I do not see any reason for excepting the Hospital Bridge from the Monopoly, and I think the Government should sanction the Railway Company to lay down lines between the Hospital Bridge & the Pier which do not form part of the Experiment. I think it would be as well to point out the line selected as most likely to pay but to express the willingness of the Govt to accede to any proposition which may be reasonable, as it is the contractor who best judges of his own interests.

Re their letter dated 26th September 1861, Messrs J. Samuel and G. B. Bruce of London, proposed to lay down and work tramways of Street Railway on the American model, to be

worked by horses or Bullocks only, on such roads in the City of Madras as the Government might select, of the same gauge as the Madras Railway (5-6 Vict. Ch.), and without interfering with the ordinary traffic; the only conditions stipulated for being, that they were to be allowed the exclusive privilege of such an undertaking, and that no concessions for similar lines in the city and suburbs were to be made to any others, without being first offered to them. They asked for no guarantee, or money aid; but begged to be allowed the option of carrying out their project

project that the Remedium of a Registered Joint Stock Company; all repairs of roads incident to the working of their lines being borne by themselves. They proposed to give to the Government the option of ordering the removal of the lines, or taking the working into their own hands, at the end of 7, 14, or 21 years, on paying the proportion of the value of the undertaking on the profits of the 3 preceding years at 5 per cent; they themselves having the option of removing their materials and plant

plant at the like periods.
They further undertook,
under penalty of for-
feiting the concession
sought by them, to lay
down and work the
first section of 3 miles,
within 12 months of
receiving notice in
England of the grant
of such concession.

2 Before replying
to this proposal, the Go-
vernment deemed it
expedient to obtain the
opinion of the Chief
Engineer, the Munic-
ipal Commissioners,
the Chamber of Com-
merce, the Pier Committee,
and the Collector of
Sea Customs. After
consulting

Proc^{d} 30th Oct^{r} 61 No 1741.

consulting with the
several authorities
named, the Chief Engineer
reported on the desirable-
ness of allowing Mess^{rs}
Connell and Bruce
to lay down 10 miles
of railway on the terms
specified above; and
selected the 3
miles to be first down
in the first instance,
viz starting from the
Railway Terminus,
past the foot of the new
Pier, along the north
Beach road to the
corner where Mess^{rs}
Parry & Co^{s} house of
business stands, (being
one mile) thence
westward

× marked in red in accom-
-panying map of Madras,
proposed branches being
shewn in yellow.

westward, skirting the bayard to the General Hospital (2 miles); and onwards in the same direction over the Genl Hospital bridge (which must be greatly widened, and have its approaches reduced), to the New Powder Manufactory and the Vestry Roads, near which is Peria Melloo, the great emporium of up-country produce, making altogether the three miles in question. As this line would cross Hove leading from the Custom House to the Pier, the connection being effected by turn tables, or other expedients

the Chief Engineer pointed out the necessity of entering into arrangements with Messrs Samuel & Bruce for leaving undisturbed the tariff laid down by Government for passengers and goods arriving at the pier; and as many goods coming by the Street railway at the Custom house would have to pass into that building, the Acting Collector of Sea Customs recommended a branch line from the 1st Section to be taken to the back of the Custom house

House yards, to be connected with the lines of Rail to be laid down in the yards, and further that the Merchants should be allowed to lay down to their own Godowns, secondary branch lines licensed for their own tracks, but these suggestions, as well as those for throwing off branches to the Saint George's and Wellington gates of the Fort, to communicate with the Arsenal and eventually with the Mount Roads, are matters which will better come under consideration hereafter, when the direction of the

Progs (P.W.D.) 31. Dec.r/61
No 2493.
Do Rail Railway Dep.t
18 Jany/62, No 41.

respective lines of Railway shall have been determined, and when the question of laying down the first section has been settled.

3 In the letter recorded above, the Consulting Engineer for Railways, whose opinion was likewise subsequently called for, reports also in favor of Messrs Lamare & Bruce's proposals, and considers the lines pointed out by the Chief Engineer to be judiciously selected. Colonel Johnston however, suggests as being

being very important, the construction of a branch along the west side of the Peoples Park to the Railway station near the sack-colonies*; but this also appears to the Government to be a question that might be left for consideration, after the first main section of three miles has been laid down.

Referring to the opinion of the Acting Collector of Sea Customs, as to the merchants being allowed to lay down branch lines to their own godowns, licensed for their own trucks, Colonel Johnston takes the opportunity to state

* marked in pencil on the map above referred to.

state that the whole system of street railways, and requirements connected therewith, should be left entirely in the hands of the projectors of the scheme.

It. Such being the opinion of the Officers of Government consulted on the point, the Honorable the Governor in Council resolved to communicate to Messrs Samuda and Bruce his approval generally of the undertaking, as explained in their letter of the 26th Septr last, and (with the

partial

partial exceptions which will presently be noticed/ his readiness to agree to their terms, subject ~~of course~~ to the approval of the Right Honorable the Secretary of State, to whom the subject will now be reported.

5. As a commencement, His Governor in Council would select the said (3 miles in length) indicated in red on the abovementioned map, submitted with the Chief Engineer's letter, 19th December 1861, No 85464, provided Messrs Samuel and Bruce agree to widen the

Considering the necessity of widening the Bridge - and it is a complete stoppage to the work to compel the men to pass the bridge in this present place as a part of the expense

three miles, and that must upon them form the expense of widening the Bridge - this adds £300 Rupees pertinent to the cost of the 3 miles a most serious addition

Vd

Spencer
Vd

the bridge at the point marked A, an excavation which will probably cost them about £2000. This line, as noticed above, commences at the Railway station, and passing the Pier and Custom House, proceeds Westwards through a populous neighbourhood to a suburb, in which produce is largely stored for sale and export. Parts of the Indian Quays are to be laid by Government along the Pier, and from it into the

Customs

Customs House Yard. The Governor in Council considers that no more promising line could be selected for the trade of Messrs Samuel and Bruce's system; and that if their fares are moderate and their arrangements efficient, they may reasonably expect to secure a large amount of Traffic.

6. The Governor in Council is unable however to concede to Messrs Samuels & Bruce a ~~complete~~ monopoly of the part of the line between the

I do not see why the parties should not have the monopoly for 7 years. The Railway authorities can never work a branch on the line, & it would prove a answer to keep upon establishment ~~of~~ whereas Bullock for a ~~facility~~ whereas the Contractor may make it pay as part of a long line

the Pier and the Customs House and Railway. They are doubtless aware that the Government guarantee a certain rate of interest to the Railway Company, and are now materially interested in their success. It may prove necessary hereafter to connect the Railway Terminus with the Pier and Customs House, by a tramway such as Messrs Samuel & Bruce contemplate; and the Government therefore must reserve power

power to permit the Railway Company to do this at any future time, unless indeed Messrs. Samuel and Bruce agree to allow that Company to run Carriages of their own on their line, or to use Messrs Samuel & Bruce's Carriages on it, at rates to be fixed by Government.

7 There is another line in Madras, viz that leading from the Salt Depots to the Pier, which the Government must also exclude, unless Messrs Samuel & Bruce agree to

this hardly necessary to state this. The Contractors are to lay down lines as and roads as the Govt may direct & this can always be a matter of consultation between Govt & the Contractors

MD.

to allow them to regulate their charges. The Government have a direct interest in cheapening the transit of Salt which pays a high duty to the State, and hence the exception of this line.

8. In fixing the rates on the two lines above noted, the Government will of course take Messrs Samuel & Bruce's expenditure in forming and working them into consideration; but their decision must be absolute

absolute and unques-
-tionable. With these
two exceptions, the Governor
in Council is quite
prepared to agree to
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Bruce's terms, and
nowise to request
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to sanction and
complete the necessary
arrangements with
them. Messrs Samuel
& Bruce will be given
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final acceptance of
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-tary of State for India,
to whom the necessary
communication will
now be made.

D.P.W.

To
The Chief Engineer
" Consulting Engr for Railways
" Municipal Commissioners.
" Chamber of Commerce.
" Pier Committee
" Collector of Sea Customs
" Financial Railway Department
" Messrs J Samuel & Co B. Bruce with letter.

Copy sent as Letter to England
d/ 19th March 1862 No 11.

Messrs Samuel and Bruce's proposal to lay down Street rail. ways in Madras.

Public Works Despatch

No 486

Proceedings of the Madras Government
Under date the 19th ~~February~~ March 1862.

Read the following letter from the Consulting Engineer for Railways.

Returns plan and correspondence received from Government, and reports his opinion in favor of the proposition made by Messrs Samuel and G.B. Bruce to lay down Street Railways in Madras. — } R.D. 20th January 1862. No 11

In their letter dated 26th September 1861, Messrs Samuel and G.B. Bruce of London, proposed to lay down and work ten miles of Street Railway on the American model,

C15 Feby 1820 to 3 March 1812

model, to be worked by horses or Bullocks only, on such roads in the City of Madras as this Government might select, of the same guage as the Madras Railway (5. 6 Feet Inches), and without interfering with the ordinary traffic; the only conditions stipulated for being, that they were to be allowed the exclusive privilege of such an undertaking, and that no concessions for similar lines in the City and suburbs were to be made to any others, without being first offered to them. They asked for no guarantee

or money aid; but begged to be allowed the option of carrying out their project thro' the medium of a Registered Joint Stock Company; all repairs of roads incident to the working of their lines being borne by themselves. They proposed to give to this Government the option of ordering the removal of the lines, or taking the working into their own hands, at the end of 7, 14, or 21 years, on paying the proprietors the value of the undertaking on the profits of the 3 preceding years at 5 per cent per annum; they themselves

and

and plant at the like periods - They further undertake, under penalty of forfeiting the concession sought by them, to lay down and work the first section of 3 miles, within 12 months of receiving notice in England of the grant of such concession -

2. Before replying to this proposal, the Government deemed it expedient to obtain the opinion of the Chief Engineer, the Municipal Commissioners, the Chamber of Commerce, the Pier Committee, and the Collector of Sea Customs - after consulting

consulting with the several Authorities named, the Chief Engineer reported on the desirableness of allowing Messrs Samuel and Bruce to lay down 10 miles of railway on the terms specified above, and selected the 3 miles* to be put down in the first instance, as starting from the Railway Terminus, west the foot of the new Pier, along the north Beach road to the corner where Messrs Parry & Co's house of business stands (being one mile); thence westward, skirting the bazars to the General Hospital (2 miles); and on: wards in the same direction

* marked in red in accompanying Map of Madras, proposed branches being shewn in yellow.

direction over the General Hospital bridge (which is to be greatly widened, and have its approaches reduced) to the Gun Powder Manufactory and the Vepery road, near which is Perin Mattoo, the great emporium of up-Country produce, making altogether the three miles in question -

As this line would cross those leading from the Custom House to the Pier, the connection being effected by turn tables, or other expedient, the Chief Engineer pointed out the necessity of

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entering into arrangements with Messrs Samuel and Bruce for leaving undisturbed the tariff laid down by Government for passengers and goods arriving at the Pier; and as many goods coming by the Street railway at the Custom house would have to pass into that building the Acting Collector of Sea Customs recommended a branch line from the 1st section to be taken to the back of the Custom house yard, to be connected with the lines of rail to be laid

laid down in the yard, and further that the Merchants should be allowed to lay down to their own Godowns, secondary branch lines licensed for their own trucks; but these suggestions, as well as those for throwing off branches to the Saint George's and Hallajah gates of the Fort, to communicate with the Arsenal and eventually with the Mount road, are matters which will better come under consideration hereafter when the direction of the

Engg. Dept. 31st Dec. 61
N-2493.
Govt. Railway Dept.
18th Jany. 62. N-241.

the remaining seven miles has to be determined, and when once the question of laying down the first section has been settled.

3 In the letter recorded above, the Consulting Engineer for Railways, whose opinion was likewise subsequently called for, reports also in favour of Messrs. Samuel and Bruce's proposal, and considers the line pointed out by the Chief Engineer to be judiciously selected. Colonel Johnston however, suggests as being very important

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His Excellency the
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5 As a com: =mencement, the Gover: =nor in Council would select the line (3 miles in length) in: =dicated in red on the abovementioned com: =mens, submitted with the Chief Engineer's letter, 19th December 1861 No 8544. ~~Let it~~ ~~must be printed next to~~ ~~Mess^rs Samuel and Bros~~

The Government do not think that the expense of widening the Hospital Bridge should be thrown on the projectors of the Street Railway, and it so happens that provision has been made in the Budget of 1862/63 to the extent of 10,000 Rs. (under an Estimate of 17,200 Rs) for widen: =ing this very bridge for the ordinary traffic of the road from 25 to 40 feet, and reducing the slope of the approaches to 1 in 40. The latter width will probably be sufficient for all purposes

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This line, as noticed above, commences at the Railway Station, and passing the Pier and Customs house, proceeds westwards through a populous neighbourhood to a suburb in which produce is largely stored for sale and export -

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are

are to be laid by Govt along the Pier, and from it into the Customs House yard. The Governor in Council considers that no more promising line could be selected for the trial of Messrs Samuel and Bruce's system; and that if their fares are moderate and their arrangements efficient, they may reasonably expect to secure a large amount of traffic The Government select the line here indicated as the one most likely to pay, but they are perfectly willing to accede to any proposition of the Contractors which may be reasonable, for the latter are the best judges of their own interests

With these observations, the Governor in Council is quite prepared to agree to Messrs Samuel and Bruce's terms, and resolves to request the Right Honorable the Secretary of State for India to sanction and Complete the necessary arrangements with them. Messrs Samuel and Bruce will be given to understand that the final acceptance of their offer rests unconditionally with the Secretary of State for India, to whom the necessary Communication will now be made.

W. H. H.

Street Railways for Madras—

13 Copies

To
The Chief Engr Dept. 20
" Consulting Engr for Railways
" Municipal Commissioners
" Chamber of Commerce
" Port Committee
" Collector of Sea Customs
" Financial Railway Dept.
Messrs J Samuel &
G. B Bruce with letter.

c3 Board 812

Public Works 1862 Dep.t
Pro: of Gov.t for March
No. 486.
Pro: of the Madras Gov.t
D/ 19.th March /62

From George B Brun
Westminster Sq
26 May /62 No 1946

Agreeing to the proposals
of Messrs Samuda and
Bruce for laying down
Railways but subject
to the approval of the
Secretary of State.

No. 311 at 313