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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**G.O. No. 2543APress
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1843.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
2nd September 1864.*

No. 40A. Read the following letter from C. W. F. E. DE, Esq., Collector and Special Agent of South Arcot, to the Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Fort Saint George, dated Cuddalore, 4th July 1864, No. 129 :—

SIR,

1. I do myself the honor to submit the accompanying paper, in original, with translation, addressed to His Excellency the Governor in Council of Madras.

2. The writers of this paper, who represent the Railway interests of Pondicherry, have combated the argument set up by the Madras Railway officials opposing the projected branch line by Tripatoor, and they have endeavoured to prove the impossibility that an insignificant place like Pondicherry could ever compete in its trade and commerce with the capital town of the Madras Presidency.

3. The Committee likewise point out that, so far from injuring the profits of the Madras Railway, those profits, for obvious reasons, must greatly increase under the prospective increase of trade which is likely to follow so soon as Pondicherry is once connected by rail with the interior of the country, and they argue that the extended traffic thus arising must correspondingly benefit the main line. They show, and I think satisfactorily, that the effect of the branch line will not be to lessen the traffic and commerce with the Presidency Town, but that it will merely open up additional channels of egress for the products of the interior which, at present, are closed; and thus that a further stimulus will be given to the development of the resources of the country, beneficial alike to all, but especially to the Madras Railway, as offering the only means of carriage available from the inland Districts to the point of junction.

4. But it is unnecessary that I should reiterate or follow the arguments of the French Committee. In view of what Pondicherry really is, I cannot suppose that our merchants at Madras could, for one moment, feel any real jealousy at the project to connect the producing Districts with the French capital, or that they would wish to hinder the merchants of the latter from participating in the advantages of Railway communication in the way they think best. At all events, that Railway interests must be largely advantaged by an increase of trade between the coast and the interior hardly, I think, requires demonstration. All produce bought up by French capital must be conveyed by the Madras Railway to the point of junction whether at Tripatoor or Arconum; and it must be remembered that if there were no junction at the former place there would probably be no trade and, consequently, no expenditure of French capital. That the proposed branch line must therefore benefit trade in general, and in particular that of the country which it traverses is, I presume, undeniable; and a fact so important can hardly be overlooked when finally considering the question.

5. So far as the District of South Arcot is concerned I regard the projected Railway with the greatest favour, and I hail its construction as the harbinger of very vast blessings to this part of the country. At present the line which the Railway will take is comparatively unfrequented; the people are perhaps the poorest in the District and, I may say, owing almost exclusively to the absence of those advantages of communication, and the ready outlets for the products of the land enjoyed elsewhere.

6. In my belief the contemplated route by Villapuram, which is the Cusbah Station of a very important Taluq, and by the northern bank of the Ponar river and so on via Trinamalay, will confer a boon on the inhabitants of those parts of my District, the extent of which it would be difficult to estimate, and the benefit and gain to the State must necessarily be, in all respects, corresponding; and it appears to me that if a French Company are permitted to connect their town at all with the main Railway, they ought to be privileged to adopt the point of junction most suitable and most advantageous to themselves; and I do not hesitate the opinion that the objections raised by the Madras Railway officials will not find support if fairly considered and properly tested. So far from the proposed branch being prejudicial to their finances, it is my conviction that it must eventually very greatly promote them.

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7. But supposing Government to entertain any doubt on this point, I may be permitted to ask whether the Madras Railway objections are to outweigh every other consideration favorable to the scheme? And are the interests of the country at large, of its people and as well those of the Government itself to go for nothing in the scale, and the certainty of a vast good thus be sacrificed to the uncertainty of a trifling pecuniary loss in the profits of a Railway Company who merely anticipate that those profits may perchance be affected by allowing the project? A project be it remembered which, viewed from every other point, is calculated without question to confer on all other classes and interests substantial and lasting advantages of no ordinary kind!

8. However plausible a case the Madras Railway authorities may be able to make out, I cannot think that in the face of those weightier considerations on the other side, and to which I have but briefly alluded, their objections will meet with eventual support at the hands of the Government; and with all confidence, I venture to express the earnest hope that the undertaking desired by the French Railway Committee at Pondicherry to connect that town with the Great South Western Line at Tripattoor may be favourably received, and that operations may at once be sanctioned by His Excellency the Governor in Council.

Pondichéry, le 19 Juin 1864.

A son Excellence le Gouverneur
du Fort St. Georges en Conseil.

EXCELLENCE,

1. Les soussignés porteurs du certificat délivré par votre Excellence, à l'effet, de faire les études préliminaires d'un tracé de chemin de fer entre Pondichéry et Tripattore par deux points entre Pondichéry et Conjevaram, ont l'honneur de vous exposer respectueusement ce qui suit.

2. Les motifs de l'opposition formée par les administrateurs du Madras Railway à l'autorisation accordée par le Gouvernement de Madras, au Comité du chemin de fer de Pondichéry de faire les études préalables de divers tracés se classent de la manière suivante.

1st. Prejudice pour la ligne de Madras à Bypore d'un chemin de fer de Pondichéry à Tripattore, par la concurrence qui serait établie pour le transport des marchandises au port d'embarquement; que Pondichéry plus rapproché de la mer d'une distance de 37 miles attirerait les marchandises qui circulent sur la ligne du Madras Railway.

2nd. Que Pondichéry étant un port franc, les droits perçus par le Gouvernement à l'exportation seraient diminués.

3rd. Que les promoteurs du chemin de fer de Pondichéry seraient indépendants du contrôle du Gouvernement.

4th. Que le Gouvernement qui a garanti 5 pour cent. d'intérêts à la Compagnie du Madras Railway doit repousser tout projet qui ferait concurrence à cette Compagnie.

3. La première objection qui nous est faite, nous paraît motivée sur une connaissance inexacte de l'importance commerciale de Pondichéry. Il est, hors de doute, que le commerce de Pondichéry qui s'élève seulement au chiffre de 40 lacks, ne peut faire concurrence au commerce de Madras: que le grand courant des exportations s'opérera toujours, par le chef lieu de la Présidence, nonobstant les facilités nouvelles de communication qui seront ouvertes, parce que les marchandises dans l'Inde affluent aux centres d'affaires qui ont traité les marchés et qui ont fait les avances. Madras, par ses institutions de crédit, par la richesse de ses maisons de commerce, sera toujours le centre de commerce d'exportation comme il est le seul centre du commerce d'importation. Du reste la différence de distance (37 miles) relevée par les administrateurs du Madras Railway, est trop minime, pour qu'il soit possible de redouter une concurrence réelle. D'ailleurs, si le chemin-de-fer projeté, doit avoir cette importance, la Compagnie du Madras Railway en tirera bénéfice; en effet les

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marchandises qui viendront s'embarquer à Pondichéry seront tirées du Sud ou du Nord de la Présidence et auront à parcourir un long parcours sur le Madras Railway et lui procureront dès lors de grands bénéfices. Au reste il est démontré que jamais les voies accessoires de communication n'ont tournées au détriment des voies principales sur lesquelles elles s'embranchaient; qu'elles leur ont au contraire toujours profité en activant la circulation et en leur ouvrant de nouveaux débouchés.

La Compagnie du Madras Railway ne tirerait-elle pas un grand profit du surcroît de parcours que les marchandises tirées du Nord par la ligne de Bellary opéreraient sur sa ligne?

2. Il est vrai que Pondichéry est un port franc, en ce sens que le Gouvernement Français ne perçoit aucun droit de douane. Mais toutes les denrées qui entrent sur le territoire Français paient à la douane Anglaise les droits de douane qui sont établis dans toute la Présidence. Le Gouvernement Français perçoit même à Pondichéry sur les riz exportés, pour le compte du Gouvernement Anglais les mêmes droits de douane que dans tous les ports de la Présidence, en vertu d'une convention passée en 1839, et il est certain que cette convention a toujours été loyalement exécutée. Toutes les marchandises entrant sur notre territoire acquitteraient à la frontière les droits de douane comme cela se pratique du reste en Europe. Cette objection qui s'applique à tous les tracés, ne peut être spéciale à celui de Tripattore; il a la même force pour le tracé de Conjevaram que recommande la Compagnie du Madras Railway. Si donc, elle avait quelque valeur, elle devrait s'appliquer à cette ligne aussi bien qu'aux autres.

3. Les promoteurs du Chemin de fer de Pondichéry ne sont pas indépendants du Contrôle du Gouvernement de Madras. Jusqu'ici ils n'ont rien fait qu'avec son autorisation; ils ont communiqué à Mr. le Collecteur de South Arcot le résultat de leurs travaux préliminaires, de leurs démarches, des principales délibérations qu'ils ont adoptées. Le Comité est du reste trop pénétré de reconnaissance envers le Gouvernement de Madras, pour s'écarter jamais des sentiments de déférence qu'il lui doit. C'est, d'ailleurs, au Gouvernement de Madras, qu'il appartient de régler comme il le fait pour toutes les lignes concédées les obligations et les charges de la compagnie concessionnaire, de fixer enfin toutes les conditions de la concession. On ne peut admettre qu'une compagnie de chemin de fer ne soit pas soumise aux règles adoptées par la nation chez laquelle elle exerce son exploitation: il serait facile au Gouvernement de l'astreindre à l'observation des règlements aux quels le comité n'a jamais eu un seul instant, l'idée de se soustraire. N'existe-t-il pas en Europe, soit à Londres, soit à Paris, des compagnies de chemins de-fer, qui ont la direction de chemins de fer étrangers?

4. Le Gouvernement Anglais n'a garanti la compagnie du Madras Railway que contre la concurrence des lignes parallèles. Or la ligne projetée de Pondichéry à Tripattore est dans une situation identique que la ligne de Négapatam à Erode. Cette ligne, comme nous l'avons dit, loin de faire une concurrence préjudiciable au Madras Railway, en augmenterait au contraire la circulation par le transport des marchandises et des voyageurs et lui procurerait d'incontestables bénéfices.

Les administrateurs du Madras Railway terminent leurs observations, en recommandant la ligne de Pondichéry à Conjevaram à l'exclusion de toutes autres se dirigeant vers l'ouest. Il nous suffirait pour démontrer que cette ligne serait désastreuse pour la compagnie qui l'entreprendrait, de rappeler la décision du Parlement Imperial d'Angleterre, sur la proposition faite par S. E. Sir Charles Trevelyan, d'un chemin de fer côtier. Qu'il nous soit permis de faire observer en outre des raisons données par les orateurs du Parlement, que le chemin de fer de Conjevaram traverserait un pays peu peuplé, à peu près inculte, et déjà pourvu d'une grande voie de communication, tandis que le projet reliant Pondichéry à Tripattore, ouvrirait 106 miles de communication toutes nouvelles, dans un pays fertile et qui ne tarderait pas à accroître ses richesses agricoles, non encore exploitées; que cette ligne apporterait de grands avantages à toute la partie de territoire qui se trouve entre le Ponéar et le Coleron; que cette ligne serait enfin le complément du grand réseau des chemins de fer de la Présidence, qui serait ainsi ouverte à la mer par trois grandes voies aboutissant à Madras, Négapatam et Pondichéry.

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Le chemin de fer par Conjiveram présente des difficultés insurmontables, devant lesquelles la Compagnie du Madras Railway a elle même reculé, à savoir l'établissement d'un pont sur le Palar, dans la partie de son cours, la plus large.

En terminant nous avons l'honneur de faire connaître au Gouvernement que nous avons offert à la Compagnie du Madras Railway d'entreprendre la construction du Light Railway de Pondichéry à Tripatore, dans le cas où la concession en serait accordée: que le Gouvernement Français serait disposé à accorder pendant 30 ans une subvention annuelle de 120,000 Rupees à la Compagnie qui se chargerait du travail: que ces propositions n'ont pas été acceptées par la Compagnie du Madras Railway. Cette démarche démontre d'une part que, nous n'avons pas l'intention de créer une concurrence au Madras Railway, et d'autre part que si l'opération est aussi avantageuse que les objections qui nous sont faites le laisse supposer, nous avons offert à cette compagnie le moyen de s'assurer de nouveaux bénéfices.

Nous déclarons être toujours prêts à maintenir les propositions que nous avons faites antérieurement à la Compagnie du Madras Railway.

C'est au Gouvernement, gardien des intérêts du pays, à décider sur le mérite des objections qui nous sont faites. Nous espérons qu'il persistera dans la décision qu'il a prise; l'esprit libéral qui dirige ses actes nous est un sûr garant qu'il nous continuera cette bienveillance éclairée dont il nous a donné un si éclatant témoignage dans l'autorisation qu'il nous a accordée.

Nous avons l'honneur d'être, avec le plus profond respect,

(Signed) G. MONTBRUN

AND EIGHT OTHERS.

Transferred to the Public Works Department.

(Signed) J. D. SIM,

Secretary to Government.

12th July 1864.

No. 40b.

ORDER THEREON, 2nd September 1864, No. 2,543A.

On a re-consideration of this subject, the Government are not disposed to refuse the request of the French Committee for permission to survey the line between Pondicherry and Tripatore. After the line shall have been surveyed, and full enquiries made as to its effect both on the Madras Railway, and the general interests of the country, it will rest with the Government to decide whether the work shall be proceeded with, and what assistance, if any, they will give. It must be borne in mind that the mere permission to survey gives no assurance or guarantee on this head.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

to the Collector of South Arcot.

" Do. North Arcot.

" Do. Salem.

" Do. Madras.

" Board of Revenue.

" Financial Railway Department.

" Superintending Engineer, 4th Division.

" Do. do. 5th Division.

Exd. S. T. Augustin.

Pondicherry 19 June 1864

To
His Excellency
The Governor in Council
Fort Saint George -
Excellency.

The undersigned, holders of the Certificate granted by your Excellency, according to permission to make the preliminary survey of the Country to be traversed by the proposed line of Railway from Pondicherry to Tripatore, by two points - between Pondicherry & Congavarom, most respectfully beg to state what follows:

The grounds upon which, the Madras Railway Company urge their objections to the sanction accorded by the Government of Madras, to the Railway Committee of Pondicherry to their proceeding with the necessary preliminary survey, are as follows -

1st It is said that if a line be opened from Pondicherry to Tripatore, it will be prejudicial to the line from Madras to Bangalore, & that a competition will be engendered in respect to the transport of

of goods to the port of embarkation, and that Pondicherry being a sea port & nearer by a distance of 37 Miles, that all goods circulating on the Madras line of Railway will be diverted to the French line. -

2^d That Pondicherry being a free port, the Export duty levied by Government would be diminished. -

3^d That the Promoters of the Pondicherry Railway, would be independent of Government control. -

4th That Government having guaranteed 5% interest to the Madras Railway Company, should repel all project, which may come in competition with the said Company. -

The first objection urged by them, appears to us to have been founded on an incorrect knowledge of the commercial importance of Pondicherry. It is beyond all doubt, that the commerce of Pondicherry, which amounts only to about 40 Lacks of Rs. could ever cope with the traffic of Madras, a place where large Exports are always made by the Chief City of the Presidency; - notwithstanding the new facilities of communication which will be opened. In India the articles of Merchandise are always

always carried to places which are the Centres of trade, where bargains are concluded, and advances are made accordingly. - Madras by its institution of credit, and by the wealth of its mercantile agencies, will always be the Centre of traffic, and of all exports & imports. However the difference of distance (37 Miles) shown by the Administrators of the Madras Railway, is so trifling that there is scarcely any room to apprehend a real competition. Should the projected Railway ever acquire such an importance, it is of course the Madras Railway Company that will be benefited by it; in fact, the goods which will be brought to Pondicherry for exportation will be from the Southern or Northern parts of the Presidency & will therefore have to be conveyed a long way by the Madras Railway, - and thus it will yield a considerable profit to the Company; and it is to be observed that the branch lines of communication will never ^{prove} detrimental to the main line, it would on the contrary prove advantageous to it, inasmuch as it would augment the Circulation of goods by new means of communication thus opened. -

Will not the Madras Railway company realise a large profit by the

additional line over which the goods -
will have to traverse from the North
by the Bellary line?

2. It is true that Pondicherry
is a free port, and that the French
Government do not levy any customs
duty. But duty is levied on all provi-
sions which are brought into the French
Territory, at the English Custom house, -
according to the Standard prescribed
throughout the Presidency. The French
Government also collect on account of
British Government, duty levied on
grain exported at Pondicherry, equal
to that levied on it in other parts of
the Presidency, by virtue of a conven-
tion signed in 1839, from which it is
clear that the said convention had always
been strictly conformed to. All goods -
which enter into our Territory will pay
the Customs duty, as in Europe. This ob-
jection which is applicable to all the
lines, cannot stand in respect to the proposed
line especially; & it must be urged with
equal force in respect to the Congeva-
som line also, which is recommended
by the Madras Railway Company; -
Should this objection be of any weight,
it must also apply to the opening of
the latter and other lines. -

3. The Promoters of the Pondicherry
Railway

Railway are not independent of the
Control of the Madras Government. They
did nothing hitherto without obtaining
the sanction of Government; they com-
municated to the Collector of South Arcot
the result of their preliminary labors &
their deliberations on the projected Railway.
The Committee are too thankful to the
Government of Madras, to depart from
their sentiments of deference towards
them. - It is for the Madras Government
who grant these concessions to fix the necessa-
ry conditions & frame rules which they
would require to be conformed to, by the
Grantees. It cannot be admitted, that
a Railway Company will not submit
& conform to the rules adopted by a nation
in whose Country they wish to lease
a profit. - It would be easy for Government
to require the Company to be guided by
any rules that may be framed for their
observance, for which the Committee -
never entertained the least intention to
demean. - Are there not Railway Com-
panies formed in Europe, either in London
or in Paris, who have their connections
with foreign Railways?

4. The English Government had
only guaranteed the Madras Railway
Company against the competition that
may be offered to open any parallel

lines

lines, and the projected line from Pondicherry to Repatore is in an identical situation as the one from Regapatam to Erode is. This line as we already stated is far from being prejudicial to the Madras Railway, & it will on the contrary augment the circulation of goods which will be conveyed by the line, besides the travellers, & thereby ensuring to the Company a good profit. —

The Agents of the Madras Railway conclude their observations by recommending the opening of a line from Pondicherry to Congevaram to the exclusion of all other lines leading towards the west. — It would suffice to show that this line would prove disastrous to the company, that undertake its construction, and we would also refer to the decision arrived at by the Imperial Parliament of England, on the proposal made by His Excellency Sir Ch. Trevelyan, for the construction of a Coast railway, & we further beg to observe that independent of the reasons offered by the Members of Parliament, the Congevaram line will traverse through a Country very thinly populated & almost uncultivated, and which already enjoys a railway communication, whereas the present project of uniting Pondicherry with Repatore, will

will secure a communication to a distance of 106 miles, through a fertile country, which by this new line of communication will soon increase its agricultural wealth & which is not now in a thriving condition. — This line will prove very advantageous to all parts of the Territory situated between Poona & Coleroun. — This line will finally complete the junction with the main line at the Presidency, by which a communication to the Towns of Madras, Regapatam & Pondicherry, all bordering the Sea, will be secured by three large routes. —

The proposed Railway through Congevaram, presents insuperable difficulties, & therefore the Madras Railway Company, relinquished their project, — owing to the construction of a Bridge across the Palar River. —

In Conclusion, we have the honor to bring to the notice of Government, the proposal made to the Madras Railway Company to undertake the construction of a Light Railway from Pondicherry to Repatore, in the event of its being sanctioned, when the French Government will be ready to grant for a period of 30 years an annual sum of 120,000 Rs. to the company that would

undertake the work: but our proposal was not accepted by the Madras Railway Company. These proceedings prove on one hand that we have no intention of competing with the Madras Railway Company, & on another, that if the operation is as advantageous, as it is supposed to be objectionable; we offered to the said Company, the means of securing new resources.

We are ready to maintain the proposal which we formerly made to the Madras Railway Company. -

It is for the Government who are to protect the interests of the Country, to weigh the objections urged, & to decide the question on its merits. We hope that Government will adhere to their former decision; and their well known liberal views which characterise all their proceedings, will ever lead us to hope that they will continue to show generosity in all their actions, a quality of which, they have already given us a striking proof, by kindly sanctioning the survey of the Country. -

We have the honor &c.

/Signed/ Lande

/Signed/ Mountbatten

/Signed/

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/Signed/ Ch. Ducos de la Haille -
/Signed/ Heble - /Signed/ Bayot -
/Signed/ Ferrer - /Signed/ G. de Colons
/Signed/ C. Parasooramloo -
/Signed/ Pillay Appavoo. -

(True translation)

Ch. de la Haille

Collector & Special agent. -

No 129

From,
Charles W. Peade Esq
Collector & Special Agent of S. M. Coast

To,
Honble. A. J. Arbuthnot.
Chief Secretary to Government
Fort St. George

Sir,
I do myself the
honour to submit the accompanying
papers in original, with translation
addressed to His Excellency
the Governor in Council of Madras.
The Writers of the
papers who represent the Railway
interests of Pondicherry have
contradicted the arguments set up
by the Madras Railway officials
opposing the projected branch
line by Triplicator, they have
endeavoured

Copy sent to Mr. Peade Esq.
18 Aug. 1865

In a letter from the
Collector's Special Agent
of South Arcot dated
10 July 1864 & 129

1877 2/10 3/44

1877 2/10 3/44

Translation of the
letter addressed to His
Excellency the Governor
in Council by the
Madras Railway Committee
at Pondicherry 1864 & 129

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ever compete in its trade &
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Town of the Madras Presidency.

3. The Committee likewise
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Districts to the point of junction.

4. But it is unnecessary
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follow the arguments of the
French Committee. In view of
what Pondicherry really is, I
cannot suppose that our
Merchants at Madras could,
for one moment, feel any real
jealousy at the project to
connect the producing Districts
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5 So far as the District
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unfrequented; the people are
perhaps the poorest in the
District and, I may say, owing
almost exclusively to the absence
of those advantages of
communication, and the ready
outlets for the products of
the land enjoyed elsewhere.

6. In my belief the
contemplated route by
Villaputuram which is the fresh
station of a very important
Telugu

Talung and by the Northern
bank of the Ponnai river and
so on via Trinamalay will
confer a boon on the inhabitants
of those parts of my District
the extent of which it would
be difficult to estimate; &
the benefit of gain to the state
must necessarily be in all
respects, corresponding; and it
appears to me that if a Tank
Company are permitted to connect
their Town at all with the
main Railway they ought to
be privileged to adapt the
point of junction most
suitable & most advantageous
to themselves; & I do not
hesitate the opinion that the
objections raised by the
Madras Railway officials
will not find support if
fairly considered & properly
tested. So far from the
proposed branch being
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prejudicial to their finances,
it is my conviction that it
must eventually very greatly
promote them.

But supposing
Government to entertain any
doubt on this point, I may
be permitted to ask whether
the Madras Railway objections
are to outweigh every other
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scheme? And are the interests
of the country at large, of
its people and as well those
of the Government itself to go for
nothing in the scale, and the
certainty of a vast good thus
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of a trifling pecuniary loss in
the profits of a Railway Company
who merely anticipate that
those profits may perhaps
be affected by allowing the
project? a project best remembered
which

which, viewed from every other
point, is calculated without
question to confer on all other
clashes, interests substantial &
lasting advantages of an ordinary
kind!

8. It is however plausible
to say the Madras Railway
authorities may be able to make
out, I cannot think that in the
face of those weighty considerations
on the other side, and to which I
have but briefly alluded, these
objections will meet with eventual
support at the hands of the
Government, and with all confidence
I venture to express the earnest
hope that the undertaking
desired by the Tamil
Railway Committee at
Pondicherry to connect that
Town with the great South
Western line at Trichinopoly
may be favourably received
and that operations may
at

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at once be sanctioned by His
Excellency the Governor in Council.

I remain, Sir,
Yours most obedient Servant

Special Secy. office
Cuddalore
4th July 1864.

Chief Secy.
Col. Secy. to the Govt.

Public Works Dept

No 25723 of
Proceedings of the Madras Government
Under date the 2nd September 1864.

Read the following

From the Secretary to Gov.
Financial ^{Railway} Dept.

Transferring letter from
the Collector of South Arcot
submitting for favorable
consideration, one from the
French Railway Committee at
Pondicherry relative to the objec-
-tion of the Madras Railway
to connect that Town with
the Great South Western
Line at Triplicator. -

Here enters 12¹ July 1864
No.

On a reconsideration of this subject, the Government are not disposed to refuse the request of the French Committee for permission to

W. M.
J. S.

No. 19 of 1861/14th May 1861.
Copy in a letter to me.
18th May 1861.

477
 Dec 1864
 Dr. J. H. & Co.
 No. 231/3

From the ~~City~~ City
to Quilt and Railways

Sept. 12. 1892

B2
No. 2543 & 2544 - 2nd of 11

Transferring the
from the City of S. Fred
University, for permanent
consideration, one from
the French Railway Com^{tee}
at Paris, relative to
the operation of the above
Railway & connects that Com^{tee}
with the French Com^{tee} International
at Angers.

C. 20th July 1861 - D. 21st

survey the line between
Pondicherry and Tri-
pattur. After the
line shall have been
surveyed, and full
enquiries made as
to its effect both on
the Madras Railway,
and the general interest
of the Country, it will
then rest with the
Government to decide
whether the work shall
be proceeded with,
and what assistance
if any, they will
give. It must
be borne in mind
that the mere
permission to sur-
vey gives no assurance

or guaranteed on this
head. 29
M.

- To The Collector of South Arcot
- 5 " Do North Arcot
- 5 " Do Salem
- 5 " Do Madras
- 11 " Board of Revenue
- 11 " Transit Railway Dept
- 5 " Supt Engineer 4th Div
- 5 " Do 5th Div

Dated 5th September.

Copy in a Letter to England
of 8th August 1865 N. 51.

P. T. 1866 Depo
Pro: of Govt for Sept

N. 2543 A.

Pro: of the Algon
D. P. Sept 1866

an application
Submitting

from the French Railway
Committee at Pondicherry
relative to the objection
of the Madras Railway
to connect that town
with the Great South
Western line at
Tirupatnam.

N. 40. A. 6401 B.