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CONCERNS BOTH BRITISH INDIA
 AND INDIAN STATES.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2785	Press
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Not to be folded or roughly handled

2-8-43

THE
INDIAN TRAMWAY COMPANY, LIMITED.

Registered under the "Companies' Act," 1862, 25 & 26 Vict., cap. 89.

**For constructing Cheap Branch Lines as Feeders to the Great Trunk Lines
of Railway in India.**

CAPITAL: £1,000,000, IN 200,000 SHARES OF £5 EACH.

First Issue—£250,000, in 50,000 Shares of £5 each.

Board of Directors.

SIR MACDONALD STEPHENSON, CHAIRMAN, *Director of the East Indian Railway.*
MAJOR-GENERAL JAMES ALEXANDER, C.B., *Royal Artillery, late Superintendent of the
Gun Carriage Department, Bengal.*
JOHN ALLAN, ESQ., *late of Calcutta.*
CHARLES J. BRAINE, *late of Madras, Manager of the Ceylon Company.*
HENRY BROCKETT, ESQ., *late Member of Council, Jamaica; Eardley House, Sydenham.*
ALEXANDER H. CAMPBELL, ESQ. (MESSRS. FINLAY, CAMPBELL, AND CO., LONDON.)
THOMAS CARDWELL, ESQ. (MESSRS. CARDWELL, PARSONS, AND CO., BOMBAY, AND THOMAS
CARDWELL AND CO., LONDON.)
MAJOR-GENERAL CHARLES JAMES GREEN, *Royal Engineers.*
JOHN FARLEY LEITH, ESQ., *Chairman, Eastern Bengal Railway Company.*
GEORGE NORTON, ESQ., *late Advocate-General of Madras, Director of the Madras and Great
Southern of India Railways.*

Auditors: J. A. FRANKLIN, ESQ.; GEORGE SMITH, ESQ.

Solicitors: MESSRS. FRESHFIELDS AND NEWMAN.

Brokers: MESSRS. J. AND J. WHITEHEAD, 8, Moorgate Street, London, E.C.

Bankers: THE LONDON AND COUNTY BANK.

Engineers: SIR CHARLES FOX; GEORGE BERKLEY, ESQ.

Committees in India.

CALCUTTA.

THE HON. J. N. BULLEN, *Member of Council, and President of the Chamber of Commerce
(MESSRS. KETTLEWELL, BULLEN, & Co.).*

THE HON. WILLIAM MAITLAND, *Member of Council, and Vice-President of the Chamber of
Commerce (MESSRS. MACKILLOP, STEWART, & Co.).*

H. KNOWLES, ESQ. (MESSRS. GEORGE HENDERSON & Co.).

M. A. PILLANS, ESQ., *Agent of Indian Freehold Land Association.*

Agents and Secretaries.

MESSRS. BORRADAILE, SCHILLER AND CO.

MADRAS.

THE HON. J. B. NORTON, *Member of Council.*

WILLIAM ARBUTHNOT, ESQ. (MESSRS. ARBUTHNOT AND CO.).

THE HON. R. O. CAMPBELL (MESSRS. BINNY AND CO.), *Member of Council.*

R. B. ELWYN, ESQ., *Agent of Madras Railway.*

PATRICK MACFADYEN, ESQ. (MESSRS. ARBUTHNOT AND CO.).

Agents and Secretaries.

MESSRS. ARBUTHNOT AND CO.

BOMBAY.

THE HON. M. H. SCOTT, *Member of Council, &c. (MESSRS. RITCHIE, STEUART, AND CO.).*

JAMES BEVIS, ESQ. (MESSRS. CARDWELL, PARSONS, AND CO.).

GEORGE FOGGO, ESQ. (MESSRS. FORBES AND CO.).

ALEX. BROWN, ESQ. (MESSRS. WM. NICOL AND CO.).

THE HON. WALTER CASSELS, (MESSRS. PEEL, CASSELS, AND CO.), *Member of Council.*

Agents and Secretaries.

MESSRS. RITCHIE, STEUART, AND CO.

Secretary: M. R. SCOTT, ESQ.

Office: 62, MOORGATE STREET, LONDON, E.C.

REPORT OF THE DIRECTORS

OF THE

INDIAN TRAMWAY COMPANY, LIMITED,

TO THE SHAREHOLDERS,

ON TUESDAY, 28th JUNE, 1864.

1. At the Second Ordinary General Meeting of the Company, held 27th November, 1863, the Shareholders were informed that the Chairman, Sir Macdonald Stephenson, had proceeded to India with a view to further the works under construction, as well as to arrange satisfactory terms with the local Governments for undertaking other Lines, the particulars of which arrangements would in due course be laid before the Shareholders.

2. The Chairman having returned and made his Report to the Board, a copy of which is annexed, the present meeting has been convened to submit the result of these negotiations to the Shareholders, and, if approved of, to obtain their sanction and co-operation in giving effect to the advantageous concessions granted by the Government, and to raise the additional capital required for the purpose.

3. It will be seen, by reference to the Chairman's report, that, after personal communication with the Governors of the several Presidencies and Government officers, certain remunerative Lines have been selected in Bengal, Bombay, and Madras—that the terms of the Government support are defined and liberal—and that the Company have now the privilege of at once proceeding with these works, if they are prepared to do so. Although it would be impossible to open a Line in any part of India, which would not be attended with military and political convenience, it should be specially stated that one great advantage possessed by this Company is the selection of their Lines solely for their profitable character, with reference to the great marts of traffic and produce.

4. The Directors, although fully alive to the advantages of all these Lines, have, however, decided to recommend to the Shareholders the prudent course of restricting their next operations to a single Line in Bombay, and to one in Bengal, in addition to the Line nearly completed in Madras.

5. They have selected the Barsee Line of twenty miles in Bombay, an important feeder to the Great Indian Peninsular Railway, and the Hajeeepore, Lalgunge, and Mozufferpore Line of thirty-five miles in Bengal, a tributary of the East Indian Railway, both of which offer very great advantages, and will, no doubt, prove highly remunerative.

6. These, with the Arconum Line, now under construction in Madras, will not exceed in all about seventy-five miles, and, as the Board are assured, will be constructed for £3000 per mile, or in all about £225,000, in addition to the substratum, or its money equivalent, which the Government have engaged to provide.

7. The capital of the Company was fixed at One Million sterling, of which the first issue was not to exceed £250,000. The amount actually issued is £85,000, which has been amply sufficient for all preliminary expenses, and for the completion of the Arconum Line.

8. To enable the Board to avail themselves of the additional concessions above mentioned and to complete the two short Lines in the Bengal and Bombay Presidencies, it now becomes necessary to issue the remaining 33,000 Shares which make up the sum of £250,000. This additional capital will be received upon the same terms as the previous capital, under which authority has been given by special resolution, constituting one of the regulations of the Company, to pay interest during construction at 5 per cent. until the Lines are opened for public traffic.

9. The Board recommend, if the Shareholders concur in their views, that authority should be given to offer these remaining Shares to the public, with the condition that the present Shareholders shall be entitled to their rateable proportion, and a resolution to that effect will be submitted to the Meeting.

10. The terms which the Chairman has obtained from the Government for the construction of these Lines, and under which it is proposed to raise the capital required, are as follows:

1. The Government to supply the land, with the earthworks, bridges, viaducts, culverts, and part ballasting, or their equivalent in money.
2. All materials employed in the construction of the permanent way to be admitted free of duty.
3. The Government to pay an annual subvention to the Company of £25 or £50 per mile, according to circumstances, until the Line has paid 10 per cent. for two consecutive years on the Company's capital.

11. The Secretary to the Government of Bombay, in communicating these concessions to the Chairman, states—"Government, I am desired to say, in proposing to make these concessions to your Company, have adopted the most liberal view which is, in their opinion, compatible with the interests of the State. They do so in order to further the more rapid development of the necessary communications of the country by the encouragement of private enterprise, and they will, I am to add in conclusion, be very glad to receive the assistance of your Company in making a commencement in this Presidency of a system of light railways, which, if laid out and conducted on sound principles, must tend greatly towards the material prosperity of this part of India."

12. The Directors regard the terms granted to this Company as equivalent to a liberal guarantee, and entirely concur in the concluding remarks contained in the Chairman's report, viz.:

"In few words, I may state that there are in British India some 500 to 1000 miles of light, cheap Railway urgently required—lines specially selected for their existing traffic and remunerative prospects—recommended by the most experienced merchants and others in each locality—demanded by the people, who travel constantly if the rates are low—rendering essential service to the country—and earnestly desired and liberally supported by the Government, who, on an average outlay of £4000 per mile, subscribe, or rather give, from one third to one fourth of the entire capital, inasmuch as the Government claim no part of the profits, which the Shareholders receive upon the whole capital, of which they only contribute from two thirds to three quarters. The Shareholders obtain the profit upon the £4000 outlay for an expenditure of only about £2500 to £3000, a consideration of no little importance when applied to several hundred miles of Railway."

By order of the Board,

M. R. SCOTT,

Secretary.

5
Indian Tramway Company Limited
Madras 1st September 1864

The Deputy Secretary
to Government
P. W. D.
Chepauk

Sir,

We have the honor to acknowledge the receipt of your letter of the 19th ultimo and in reply to inform you that no intimation has reached us of the intention of the Indian Tramway Company to submit proposals for the establishment of a line of light Railway from the Shoranoor Station to Kurrapatnam.

The line was one of those originally fixed upon by the Chairman Sir Macdonald Stephenson, in December last and it is mentioned in his Report to the Board of Directors in London dated May 1864, but it is stated in the Directors Report to the Shareholders at an Extraordinary General Meeting held in London on the 28th June 1864, and a copy of which we forward herewith

only

per 3866/64

THE
INDIAN TRAMWAY COMPANY,
LIMITED,

For constructing Cheap Branch Lines as Feeders
to the Great Trunk Lines of Railway in India.

REPORT OF DIRECTORS.

EXTRAORDINARY

GENERAL MEETING,

TO BE HELD AT THE

LONDON TAVERN,

BISHOPSGATE STREET, IN THE CITY OF LONDON.

ON
TUESDAY, THE 28th JUNE, 1864.

At One o'clock precisely.

Notice is hereby given, that an Extraordinary General Meeting of the Shareholders of the Indian Tramway Company, Limited, will be held on Tuesday, the 28th June instant, at the London Tavern, Bishopsgate Street, in the City of London, at One o'clock precisely, for the purpose of receiving a Report from the Directors, and for authorising the issue of the remaining portion of the first issue (£250,000) of the Capital of the Company, and to empower the Directors to make such arrangements as they think fit with the holders of original Scrip Certificates or Letters of allotment upon which 2s. per share only has been paid.

By order of the Board,

M. R. SCOTT,

Secretary.

62, MOORGATE STREET;
17th June, 1864

J. E. ADLARD, PRINTER, BATHINGROOM CLOSE.

herewith that it is not their inten-
tion to extend their operations in
this Presidency, at the present time,
beyond the one Line from Aiconum
to Conjereram.

We have the honor to be

Sir

Your Most Obedient Servants

Wm. W. W.

Secretaries and Agents

Residents Office
Trevandrum, 5th August 1864.
N^o 49.

From

H. Newill Esquire.
Offg. Resident of Travancore & Cochin.

To

The Honorable A. J. Arbuthnot
Chief Secretary to Government
Fort St George.

Sir,

I have the honor to request the attention
of Government to a letter of my predecessor, dated
8th January 1864. N^o 3, on the subject of perfecting the
communication from the Madras Railway to the Cochin
and Travancore States, and proposing the extension of
a line of Rail from Thranoor to the Karakul & Cochin
Ports, as the most effectual measure, both for providing
for the traffic of these Provinces and also for securing
at the Railway terminus on the western coast a safe
harbour for shipping at all seasons of the year.

2. The principal feature in this proposal
is the advantage of the Karakul Port, which is
always open during the monsoon months, when the
other Ports on this coast (Alleppey excepted) are
closed, and which is connected with the large
Commercial Port of Cochin by a backwater of
only

(6)
D. H. 1864. 8th Nov 1864
Office of the Resident
N^o 49 of 1864
From the Government
and Agents Indian
Department
domicil

Recd R. 23/10/64
B1

Station this is
is not the Company's rule.
time to extend its operations
in the Western Presidency,
at the present time, beyond
the one line from Cochin
to Bangalore.

M.

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20084/10/1864. 20. 75

20084 B

only 5 or 6 miles.

3. As an illustration of this, it may be stated that the Karakul Port is at the present time regularly visited by the British India Steam Navigation Company's Steamers, while the other Ports on this coast generally are inaccessible, and the fact of its being always a safe harbour appears indisputable.

4. The Government are aware that the Bridge now being constructed by His Highness the Rajah of Cochin over the Conary river at Cheranoor, to connect the Cochin State with the Madras Railway, is suited to carry a line of Rail and that a Tramway or line of light Rail is contemplated from that place to Kurr. (Kuriapadana) a distance of 42 miles, leaving only 12 miles to Karakul, or 18 to Cochin, to which in all probability the tramway or rail will eventually be extended, notwithstanding there being always good water communication), in order to prevent the inconvenience of the change of mode of transit.

5. It is not unreasonable therefore to anticipate the probability of the Rail eventually finding a terminus at Cochin combined with Karakul, as her waters has already provided in its safe harbours and smooth water what cannot be secured at the present terminus at Beypoor, without, it is presumed, a very large outlay and annual expenditure, and it appears deserving of consideration, whether the advantages of Karakul as a port terminus should not be investigated at the present time, and whether

whether, if they are found as they are believed to be, of paramount importance, it would not be expedient to adopt the thorough measure of conducting the Rail to that Port & Cochin at an increased cost in the first instance, thus saving the outlay for the formation of a harbour at Beypoor. It is not to be expected that any difficulty will arise from the Rail running through a Subsidiary State, the policy of which is acknowledged to be liberal and enlightened.

b. This point is an important one in relation not only to the interests of these States but also to those of the Madras Railway, particularly in reference to its direct connection hereafter with the Overland Mail Steamers, and I am not aware that it has received the consideration it seems to deserve at the hands of Government, and beg to be favoured with their views on the subject.

I have the honor to be,
Sir,
Your most Obedient Servant,
Mumtaz

Offg. Resident.

E.H.

[Faint, illegible handwriting]

[Faint, illegible handwriting]

Transmitted to the
Public Works Department
23rd August 1884
By Secy. Secy

~~Received~~ 1884. By Secy
The Secy. President of
the Vancouver & British
Columbia Railway
Co. Incorporated
at Vancouver

Dated 5th
August 1884.

No. 49

Enclosure none.

No. 2458 625

Respecting the attention of Secy
to this President's letter dated 28th
January 1884 No. 3 on the subject of
perfecting the communication
the British Columbia Railway to the Coast
& Vancouver Island. It is proposed
the attention of the Secy. to the
from Vancouver to the Coast
and British Columbia
Transference

C. 200 28th 1864 C. 76
Dec 27 63-26th 1864

Letter received from
Superintendent & Co
It will be seen that
the company have no
intention at present
of undertaking the
line in question.

W.

[Faint, mostly illegible handwritten notes in the left margin.]

many more pressing works to
execute and many other &
more urgent calls for
money. Under the work
done by a Company or by
the Cochran State it is not
likely to be done at all.

I should like to see our
what progress has been
made in the Arizona
& Conjunction in light
railway. I suppose the
Superintendent of the Division
could ascertain & take
in a friendly way
without meddling in the
or prying into the IT
to affairs.

[Faint, mostly illegible handwritten notes in the bottom left margin.]

showing the position of
the harbour, the soundings,
the position of the
anchorage, and a re-
liable statement as
to the extent of the
smooth water which
may be used as a
harbour.

2. Looking to the
numerous other works
of an emergent nature
which are held in abeyance
for want of funds,
and considering that
~~the Govt are not~~
~~prepared to undertake~~
the extension of the
Railway.

Railway from ²¹Thoranor
to Narakal and
Cochin, ~~which is a~~
~~work that must con-~~
~~sume~~ ^{most} the Travancore
and Cochin States, and
the Govt are not pre-
pared to undertake the
work, or to guarantee
the interest.

M-

To
4 The Resident of
Travancore & Cochin ✓
6 Supergrants 7th Dec ✓
11 Ind. Railway Dept ✓
5 " Colln of Malabar ✓

26
— 5

27th September

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

90 W 1864 Daple

Pro: of Govt for Sept

No 2783

Pro: of the M. Govt

25 Sept/64

Pool 14783/64

No. 542 @ 544