

(1) Number of pages 2(2) Date of repair (3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Publicworks DEPARTMENT.

G.O. No.	1114	Press
		<u>Mis.</u>
453-454		
Dated	19-4-	1864.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th April 1864.*

No. 453. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 2nd April 1864, No. 179 :—

Read the following letter from R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 1st April 1864, No. 279.

SIR,

1. As requested in your letter of the 22nd ultimo, No. 212, I have the honor to quote as follows, from the statements made to me by the Chief Engineer, Locomotive Superintendent and Acting Traffic Manager, with reference to the proposed branch lines of Railway from Pondicherry to Tripatore :—

“ Referring to your letter No. 112 of 23rd instant, From Chief Engineer, No. 184, 1st April 1864. “ on the subject of the proposed Railway from Pondicherry to Tripatore.

“ I beg leave to observe that the construction of such a line would, in my opinion, be detrimental to the interests of this Company for the following reasons :—

“ Traffic as a general rule follows the nearest route to a port, other things being equal.
“ The distance from Tripatore to Pondicherry is about 100 miles, from Tripatore to Madras is 137. This fact alone I think renders it certain that a large portion of our traffic, west of Tripatore and from the Bangalore branch would be diverted to the French line, and when it is considered that the promoters would be independent of Government control and might fix such rates as they pleased in competing for traffic with the Madras Railway, and that Pondicherry as a port enjoys very great advantages over Madras, there appears to be a strong probability that our traffic would be drawn on to the new line for some distance east of the point of junction.”

“ In reply to your No. 63 of this date, forwarding copy From Locomotive Superintendent, No. 62, “ of Captain O'Connell's letter, No. 212, dated 22nd March, 1864. 23rd March 1864.

“ beg to inform you that the reasons on which I base my opinion that a branch line of Railway from Pondicherry via Vellapooram, the valley of Poonear, Trenamalay, Chengamah to Tripatore, or from Pondicherry via Tindevanum, Gingee, Trenamalay, Chengamah to Tripatore, would be prejudicial to the interests of the Madras Railway, are, that it appears to me that such a branch would divert traffic, which otherwise must come over our line, on to the branch, and that we should lose thereby profits of carriage of this traffic over a length of 137 miles.

“ When a Railway already exists traversing the country from coast to coast, as the Madras Railway does, the formation of a branch line at a point 137 miles inland on that Railway and running at an angle from the main line to a sea-port on the same coast as the principal terminus of the existing line by a route which lessens the distance to the coast some 30 miles, cannot fail to be prejudicial to the interests of the existing Company, inasmuch as preference would naturally be given to the cheaper and shorter route.”

“ With reference to the Consulting Engineer's letter No. 212 of the 22nd instant, I beg to state the following reasons for considering that a branch line of

“ Railway between Tripatore and Pondicherry. would be ‘ prejudicial to the interests of the Madras Railway.’

“ A line of Railway running from Tripatore to the sea coast must necessarily compete with the Madras South-west Line and Bangalore branch for all traffic west of the junction.

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19th April 1864.*

"I take for granted that the projectors of the proposed Railway have in view the development of the trade of the port of Pondicherry, and I submit therefore that the whole of the exports and imports by sea, carried over the 'branch' would be a direct loss to the Madras line."

"There is already established a very large trade between Madras and the principal ports in France, especially in Cotton and Coffee, and as these articles now find their way over our line, and for the most part from stations beyond Tripatore, it may I think be assumed that a large portion of this traffic would be diverted to Pondicherry."

2. The views expressed by the abovementioned Officers, accord so entirely with my own, that I deem it unnecessary to enlarge upon the subject.

3. Pondicherry being a free port, the formation of a branch line of Rail way from thence to Tripatore would not only damage the interests of this Company, but considerably diminish the export duties at the port of Madras, and thus affect the revenue of the Government.

1. The Orders of Government on the application from the residents of Pondicherry were not communicated to me.

2. I entirely concur in the views expressed by the Officers of the Railway Company.

3. There is nothing in the Contract between the Government and the Madras Railway Company to preclude the Government from sanctioning the construction of any lines of Railway they may consider as likely to benefit the country; but as the Government have guaranteed five percent. interest on all capital expended on the South-west Line, it appears to me that they should discourage any scheme which would compete with that line and affect the returns from it.

4. The two first schemes would undoubtedly interfere seriously with the traffic on the South-west Line, but the third scheme would act as a feeder to it.

(Signed) P. P. L. O'CONNELL, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

Transferred to the Public Works Department.

Fort Saint George,
7th April 1864.

(Signed) W. H. KERR,
Deputy Secretary to Government.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 21st March 1864, No. 231.

SIR,

1. In the "Madras Daily News" of Thursday the 10th instant, it was announced that the Collector of South Arcot had addressed Government on the 6th January last, recommending sanction to an application from some of the principal residents of Pondicherry, for permission to survey the country between Pondicherry and our South-west Line, in order to determine a suitable route on which to construct a branch line of Railway.

2. The three proposed lines were:—

(1.) From Pondicherry via Vellopporam, the valley of the Poonear, Trenamalay, Chengamah to Tripatore.

(2.) From Pondicherry via Tindevanum, Gingee, Trenamalay, Chengamah to Tripatore.

(3.) From Pondicherry via Tindevanum to Conjeveram.

3. As I find by the orders of Government that His Excellency appreciated the public spirit which had actuated the gentlemen who have initiated the undertaking, and had directed that measures be taken to facilitate the prosecution of the necessary survey, I have the honor to

*Proceedings of the Madras Government, Public Works Department,
19th April 1864.*

state that, in the opinion of the Officers of this Company, the carrying out of either the first or second scheme would be prejudicial to the interests of the Madras Railway, but that a branch connecting Pondicherry, via Tindevanum with Conjeveram, would doubtless act as a feeder.

4. May I therefore ask you to be kind enough to refer the matter to His Excellency the Governor in Council, for further consideration.

No. 454.

ORDER THEREON, 19th April 1864, No. 1,114.

Ordered that the foregoing letter and its enclosure be communicated, through the Collector of South Arcot, to the President of the Committee formed at Pondicherry to consider the feasibility of connecting that Settlement with the Madras and South-west Railway by a line of light rails. The Committee will observe that the Madras Railway Company oppose the construction of any other junction line than that from Pondicherry to Conjeveram, and that it will probably be advisable to confine the investigations about to be undertaken to this line.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Collector of South Arcot.

" Board of Revenue.
" Collector of Salem.
" Do. North Arcot.
" Do. Madras.
" Superintending Engineer, 4th Division.
" Do. 5th Division.
" Financial Railway Department.

Ed. S. T. Augustin.

Handwritten notes and signatures at the bottom of the page.

Madras, 21st March 1867

From

P. B. Curran, Esq.,

To

Agent and Manager. M. M.

Captain P. J. L. O'Connell, Esq.

Sir,

Consulting Engineer for Railways.

In the Madras "Daily News" of Thursday, the 10th instant, it was announced, that the Collector of South Arcot had addressed Government, on the 15th January last, recommending sanction to an application from some of the principal residents of Pondicherry, for permission to survey the country between Pondicherry and our South West Line, in order to determine a suitable route, on which to construct a branch line of Railway.

2. The three proposed lines were:

1. From Pondicherry via Vellapooram, the valley of the Poonaee, Menamalai, Chengamat, to Kapatore.

2. From Pondicherry via Indovaram, Jongee, Menamalai, Chengamat, to Kapatore.

3. From Pondicherry via Indovaram, to Conjeevaram.

3. As I find, by the orders of Government, that His Excellency appreciated the public spirit, which had actuated the gentlemen who

We have initiated the undertaking, and had
doubted... that measures be taken to facilitate
the prosecution of the necessary survey, I have
the honor to state, that in the opinion of the
officers of this Company, the carrying out of either
the first or second scheme would be prejudicial
to the interests of the Madras Railway, but
that a branch connecting Pondicherry, via Induraim,
with Coimbatore, would doubtless act as a judic.
I may therefore ask you to
be kind enough to refer the matter to His
Excellency the Governor in Council, for further
consideration.

I have the honor to be,

Sir,

Your most obedient servant,

W. J. Currie
Agent and Manager

W. J. C.

Madras Railway,
Madras 1st April 1864

1279
From

A. B. Flew Esq,
Agent and Manager, of the
Madras Railway Company.

To,
Captain P. P. L. O'Connell, A.E.
Consulting Engineer, for Railway
Sec,

As requested in your letter of
the 22nd ultimo, No. 212, I have the honor
to quote as follows, from the statements made
to me, by the Chief Engineer, Locomotive Superintendent,
and Acting Traffic Manager, with reference
to the proposed branch line of Railway from
Pondicherry to Napatore.

From Ch. Engineer
1864 - 1st April 1864

"Referring to your letter No. 112
of 23rd instant, on the subject of the proposed
"Railway" from Pondicherry to Napatore.

"I beg leave to observe that the
"construction of such a line would, in my opinion,
"be detrimental to the interests of this Company for
"the following reasons.

"Traffic as a general rule follows
"the nearest route to a port, other things being equal.
"The distance from Napatore to Pondicherry is about
"100 miles, from Napatore to Madras is 137. This
"fact alone I think, renders it certain that a
"large portion of our traffic, west of Napatore
"and from the Bangalore Branch would be diverted
"to the French line, and when it is considered
"that the promoters would be independent of Government
"control, and might fix such rates as they pleased

Copy in letter to Eng.
of 8th Aug. 1865

(6) 157
MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

157/1579/14

Dated 21st March 1864
Recd. 22nd -

No. 231

Submits for the consideration of Government, a statement of the proposed branch line of Railway from Pondicherry to Napatore, &c.

"in competing for traffic with the Madras Railway
and that Pondicherry as a port enjoys very great
advantages over Madras; there appears to be a
strong probability that new traffic would be drawn
on to the new line for some distance east of the
point of junction."

In reply to yours of 11th of this
date forwarding copy of Captain O'Connell's letter No. 212
dated 22nd March, I beg to inform you that the
reasons on which I base my opinion that a branch
line of Railway from Pondicherry via Villapooram
the valley of Poorendur, Kengamalai, Kengamah to
Nepatoor, or from Pondicherry via Indivanam, Lingue
Kengamalai, Kengamah to Nepatoor, would be
prejudicial to the interests of the Madras Railway,
are, that it appears to me that such a branch would
divert traffic, which otherwise must come over our line,
on to the branch, and that we should lose thereby
profits of carriage of this traffic over a length of
137 miles.

"When a Railway already exists traversing
the country from Coast to Coast, as the Madras
Railway does, the formation of a branch line at a point
137 miles inland on that Railway and running at an
angle from the main line to a sea-port on the
same Coast as the principal terminus of the existing
line by a route which lessens the distance to the
Coast some 30 miles, cannot fail to be prejudicial
to the interests of the existing Company, inasmuch
as preference would naturally be given to the
cheaper and shorter route."

With

From Secy Traffic
Manager - S. M.
28 March 1864.

"With reference to the Consulting Engineer's
letter No. 212 of the 22nd instant, I beg to state
the following reasons for considering that a branch
line of Railway between Nepatoor and Pondicherry
would be prejudicial to the interests of the Madras
Railway."

"A line of Railway running from
Nepatoor to the Sea Coast must necessarily compete
with the Madras South West Line and Bangalore
Branch for all traffic West of the junction."

"I take for granted that the proprietors
of the proposed Railway have in view the development
of the trade of the Port of Pondicherry, and I submit
therefore that the whole of the exports and imports by
Sea, carried over the branch would be a direct loss
to the Madras line."

"There is already established a very
large trade between Madras and the principal Ports
in France, especially in Cotton and Coffee, and as these
articles now find their way over our line, and for
the most part from Stations beyond Nepatoor, it may
be assumed that a large portion of this
traffic would be diverted to Pondicherry."

2. The views expressed by the above-
mentioned Officers, accord so entirely with my own,
that I deem it unnecessary to enlarge upon the
subject.

3. Pondicherry being a free port, the
formation of a branch line of Railway from thence
to Nepatoor, would not only damage the interests
of this Company, but considerably diminish the
export duties at the port of Madras, and thus
affect

offer the privilege of the Government.

I have the honor to be,
Sir,

Your most obedient servant,

W. J. Carter
Agent and Manager

Copy

No 179-

The Orders of Government on the application from the residents of Pondicherry were not communicated to me.

2. I actually enquired in the news expressed by the Officers of the Railway Company...

3. There is nothing in the Contract between the Government and the Madras Railway Company to preclude the Government from sanctioning the construction of any lines of railway they may consider as likely to benefit the Country; but as the Government have guaranteed five per cent interest on all Capital expended on the South West Line, it appears to me that they should discourage any scheme which would compete with that line, and affect the returns from

Row 1st

The two first schemes would undoubtedly interfere seriously with the traffic on the South West Line; but the third scheme would act as a feeder to it.

Madras
2d April 64

W. J. Carter
Care of Mr. P.

To the Chief Secy to Govt
J. B. George

Copy in a letter to Eng?
of 8th August 1865.

9th 1864 Date
of 1579th April

From the Dy. Secy
to Govt.

Dated 7th April
Received 9th

&c.

1864 - 19th April 1864

Transferring letter
from the Dy. Secy & Manager
of the Madras Railway Co.
communicating the opinions of the
Chief Eng^r, Locomotive Supt.,
and Dy. Traffic Manager, on
the subject of the proposed branch
lines of Railway from Pandicherry
to Triplicore.

Nathan & Co.

No. 463.

Chief Engineer, Madras
Railway

The Dy. Secy & Manager
of the Madras Railway
Co.

Recd 14 April 1864
No. 463 - 1864
Recd 14th April 1864
At 20th April 1864
of the Dy. Secy & Manager
of the Madras Railway Co.
communicating the opinions of the
Chief Eng^r, Locomotive Supt.,
and Dy. Traffic Manager, on
the subject of the proposed branch
lines of Railway from
Pandicherry to Triplicore.

Transferred

*Proceedings of the
Council of the
Public Works*

Public Works
Madras Government
Under date the 19th April 1864

Read the following
17.

From the Secy to Govt

Transferring letter from
the Agent and Manager of
the Madras Railway
Company, communicating
the opinions of the Chief
Engineer, Locomotive Supts,
and Acting Traffic Manager
on the subject of the pro-
posed branch line of
Railway from Pondicherry to
Tirupur

14th April 1864.

Ordered that the
foregoing letter and its
enclosure be communi-
cated thro' the Collector
of South Arcot to the
President of the Committee
formed at Pondicherry
to consider the feasibility
of

MD

MD

MD

JP

of connecting that
 Settlement with the
 Madras and South
 West Railway by a
 line of light rails -
 The Committee will ob-
 serve that the Madras
 Railway Company
 oppose the construction
 of any other junction
 line than that from
 Pondicherry to Conjeveram,
 and that it will pro-
 bably be advisable to
 confine the investigations
 about to be undertaken

The this line 18
 L. B.

To
 the Collector of Salem
 " Bd of Rev.
 " Colls of Salem
 " do of Namoot
 " do of Madras
 Supergr 4" 10"
 do 5' 5"
 First Railway kept

9th 20th April -

Copy in a letter to England
18th Aug. 1865.

(6)

1864 Dep't
Proc. of Gov't for April

No 1114

Proc. of the Algot
D/19 April 1864

Proc 3113/64

Endorsement of the Consul-
ting Engineer for Railways on
the subject of the proposed branch
lines of Railways from Pondi-
cherry to Tripatore. Communica-
ted to the Presidency the Com-
mittee formed for this purpose

452 457.