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# MADRAS RECORD OFFICE.

## Government of Madras.

Public (Health) DEPARTMENT.

G.O. No. 2064 Press
Mis.—

608-54

Dated 25-7 18[illegible].

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department,*
*25th September* 1866.

No. 603. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th September 1866, No. 375 :—

1. I have the honor to submit, for the consideration of Government, two letters* which I have received from the Secretaries and Agents for the Indian Tramway Company (Limited), regarding a proposition which the Directors of the Company have laid before the Right Honorable the Secretary of State for India.

* No. 135, 30th August.
No. 138, 6th September.

2. The details furnished by Messrs. Arbuthnot & Co. are very meagre; but it will be seen that the Directors of the Company propose to construct certain lines of light railway in the Madras Presidency and the Mysore Territory, that the Indian gauge of 5 feet 6 inches is to be adopted, and that the lines, which are to be completed of the best materials and workmanship within a prescribed date, are to be capable of carrying the rolling stock of the main lines of railway, with the exception of the engines.

3. It will also be seen that the Directors have applied to the Home Government for the guarantee of a minimum dividend of five per cent. per annum for a term of twenty-five years; and that with the view of entirely dispensing with Government control as regards the expenditure, and of reducing to a minimum the supervision of the works during construction, they propose that the above dividend shall be guaranteed upon a fixed sum of £ 7,000 per mile, irrespective of the actual outlay incurred.

4. Should these terms receive the approval of the Secretary of State, the Directors propose, with the permission of the Local Indian Governments, to construct, in the first instance, a line of railway between Bangalore and Toomcoor, and, secondly, a line between Conjeeveram and Pondicherry, the construction of the latter involving, I presume, the re-construction of the existing Tramway between Arconum and Conjeeveram.

5. The object of the present correspondence on the part of the Secretaries and Agents is "to request his Lordship in Council to testify his approval and encouragement of the enterprise, by promising the Board all the facilities and advantages they solicit in connection with the project, as soon as they are in a position to prefer their claim to the same under authority from the Imperial Government." No communication from Government regarding any proposed extension of the Tramway system in South India has reached this Office; and, in the absence of any official notice of the proposition which is said to have been laid before the Secretary of State, the present application on the part of Messrs. Arbuthnot & Co. seems premature; but the Directors are evidently most anxious that the subject should be brought to the notice of the Madras Government without loss of time.

6. In the proposition, as it now stands, it seems to me that there is very little upon which I am competent to offer an opinion. With regard to the line between

Bangalore and Toomcoor, all that is known to this Office is that, at the request of the Commissioner of Mysore, a survey of it was made during 1863 by Engineers detached for the purpose by the Agent of the Madras Railway Company, the expenses being borne by the Mysore Government. In the course of an interview with the Commissioner of Mysore, a few days ago, he showed me all the correspondence which had passed on the subject of this survey, from which it appeared that an excellent line had been secured, and that the cost of completing a first class railway was roughly estimated at £ 7,000 per mile, being the exact figure at which the Directors of the Tramway Company now undertake to construct a line of light railway. Mr. Bowring informed me that, in his opinion, a line of railway between Bangalore and Toomcoor would probably be more remunerative than any other branch line within the Mysore territory, but that he was by no means sanguine as to the net returns amounting, for some time at least, to the dividend which the Government were asked to guarantee.

*Vide* G. O. 23rd December 1862, No. 683.

7. As regards the second line named by the Directors of the Tramway Company, that between Conjeeveram and Pondicherry, the Orders of Government quoted in the margin will show that in the early part of 1864 an application was made by certain residents at Pondicherry for permission to survey this and two other lines connecting Pondicherry with the Madras Railway, with the intention of ultimately constructing a line of light railway upon one of the three lines; and that, owing to the anticipated tendency of the other two lines to withdraw traffic from the South West Line of the Madras Railway, it was intimated to the applicants that the proposed line between Pondicherry and Conjeeveram was the only one to which the Madras Government would be able to give encouragement or sanction. I am not aware whether the survey of the line has yet been made.

19th April 1864, No. 242.
29th ,, ,, ,, 266.
12th Sept. ,, ,, 589.
3rd April 1865, ,, 215.

8. I do not consider that it is at present within my province to offer any opinion upon the conditions named by the Directors of the Tramway Company, with regard to the proposed guarantee of a minimum dividend upon the cost of the lines in question.

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From the Secretaries and Agents of the Indian Tramway Company (Limited), to the Acting Consulting Engineer for Railways, dated Madras, 30th August 1866, No. 135.

1. We have the honor to inform you that the Directors of this Company have every reason to expect that the Right Honorable the Secretary of State for India in Council will accept the following proposition recently submitted by the Board, with a view to the development of the system of Tramways, in this country, viz., that the Imperial Government should guarantee interest at five per cent. per annum for twenty-five years, or an estimated cost of £ 7,000 per mile, and we are desired to make a formal application to the Madras Government for permission to construct, in the first instance, a line between Bangalore and Toomcoor, in the Mysore Province.

2. We are, under instructions, applying to the Commissioner of Mysore for a further subvention of £ 4,620 per annum, equal to 1½ per cent. on the estimate already specified; and we are directed to express a confident hope that the Right Honorable the Governor in Council will not only



*Proceedings of the Madras Government, Public Works Department, 25th September 1866.*

forcibly represent to the Right Honorable the Secretary of State for India the expediency and desirableness of introducing more rapidly the system of Tramways into Southern India, but that he will also lend all the aid he can to such undertakings. The aid to be rendered in the case of this particular line as regards land, timber, ballast, &c., &c., is a matter on which we shall in due course place ourselves in communication with the Mysore Government; but there is another line which exclusively concerns the Madras Government, viz., that between Conjeeveram and Pondicherry, and as this with the concurrence of the Home authorities will probably be the second to be undertaken simultaneously perhaps with the other), the French Government having promised a liberal subvention towards its construction, we are directed to request His Lordship in Council to testify his approval and encouragement of the enterprise, by promising the Board all the facilities and advantages they solicit in connection with the project, as soon as they are in a position to prefer their claim to the same under authority from the Imperial Government.

2. Trusting that these matters will command your *prompt* attention, the Board being anxious to avoid a day's unnecessary delay.

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From the Secretaries and Agents of the Indian Tramway Company (Limited), to the Acting Consulting Engineer for Railways, dated Madras, 6th September 1866, No. 138.

1. We have the honor to own receipt of your letter of the 5th instant, No. 391.

2. The following details are all that we are at present in a position to furnish the Government with, relative to the proposal submitted to the Secretary of State for India by the Directors of the Indian Tramway Company (Limited).

3. The line to be 5 feet 6 inches gauge, to be completed of the best materials and workmanship within a prescribed date, and to be capable of transporting the rolling stock of the trunk lines (engines only excepted).

4. The Government, in addition to the grant of land, to guarantee five per cent. for twenty-five years upon £ 7,000 per mile to cover cost of construction, rolling stock, repairing shops, machinery, and all charges except interest during construction.

5. If the guarantee shall only take effect from the date of opening each section of the line, the outlay of £ 7,000 per mile will be increased by the amount paid for interest during construction, but if the Government consents to date the payment of the guarantee (as in the case of the trunk lines) from date of paying up the capital, the amount of guarantee will be limited to £ 7,000 per mile.

6. The advances by Government for the guaranteed interest to be re-paid out of one-half of the surplus profits above five per cent.

7. Under this arrangement, it is to be agreed that the supervision of the Government as regards the expenditure will be entirely dispensed with, and the supervision of the works during construction simplified and reduced to a minimum, *i. e.*, limited to questions affecting the public safety. In accordance with the practice in England, a report by the Government Engineer of the complete and satisfactory construction of the line must precede the opening for passenger traffic.

8. We are promised by the Board to be furnished with the minor draft conditions by an early mail; but we trust that the particulars above given will enable you to lay promptly before Government this application, and to favor us with an early reply.

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No. 604. ORDER THEREON, 25th September 1866, No. 3,064.

RAILWAY, No. 42.

1. The Consulting Engineer for Railways submits for consideration in these papers certain proposals which the Secretaries and Agents for the Indian Tramway Company state have been laid by

the Directors of the Company before the Right Honorable the Secretary of State for India, offering to undertake the construction of lines of light railway between Bangalore and Toomcoor and between Conjeeveram and Pondicherry.

2. As the first of these proposals relates to a Railway which will lie entirely within territories under the jurisdiction of the Government of India, this Government are unable to take the question of the construction of that line into consideration, but, as regards the second line, they have already expressed their opinion of the great advantages which an extension of the Tramway from Arconum to Conjeeveram, onwards to Pondicherry, would confer on the country, and they will at once forward, for the favorable consideration of the Home Government, the application which is now made by the Tramway Company, through their Agents at Madras, for permission to construct that extension under a guarantee.

25th February 1864, No. 562.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 375.

From Major C. M. Re. Ram Stewart R.E.
Acting *Consulting Engineer for Railways,*

To Colonel C. A. Orr - R.E.

*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

I have the honor to submit, for the consideration of Government, two letters × which I have received from the Secretaries and Agents for the Indian Tramway Co.ys Limited, regarding a proposition which the Directors of the Company have laid before the Right Honorable the Secretary of State for India.

× Nos. 135. 30th August
Nos. 138. 6th Septr.

2. The details furnished by Messrs. Arbuthnot & Co. are very meagre; but it will be seen that the Directors of the Company propose to construct certain lines of light railway in the Madras Presidency and the Mysore Territory, that

that the Indian gauge of 5'-6" is to be adopted; and that the lines, which are to be completed of the best materials and workmanship within a prescribed date, are to be capable of carrying the rolling stock of the main lines of Railway, with the exception of the Tunnels.

3. It will also be seen that the Directors have applied to the Home Government for the Guarantee of a minimum dividend of 5 per cent per annum for a term of 25 years; and that, with the view of entirely dispensing with Government Control as regards the expenditure, & of reducing to a minimum the supervision of the works during construction, they propose that the above dividend shall be guaranteed upon a fixed sum of £2000 per mile, irrespective of the actual outlay incurred.

4. Should these terms receive the approval of the Secretary of State, the Directors propose, with the permission of the local Indian Government, to construct in the first instance, a line of Railway between Bangalore and Cuddapah, and secondly, a line between Arcot



and Pondicherry, the construction of the latter involving, I presume, the reconstruction of the existing tramway between Arcot and Conjeeveram.

5. The object of the present correspondence on the part of the Secretaries and Agents is "to request his Lordship "in council to testify his approval and "encouragement of the enterprise, by "promising the Board all the facilities "and advantages they solicit in connection with the project, as soon as they "are in a position to prefer their claim "to the same under authority from the "Imperial Government." No communication from Government regarding any proposed extension of the Tramway system in South India has reached this Office; and, in the absence of any official notice of the proposition which is said to have been laid before the Secretary of State, the present application on the part of Messrs Arbuthnot & Co" seems premature; but the Directors are evidently most anxious that the subject should be brought to the notice of the Madras Government without

without loss of time.

6. ...In the proposition, as it now stands, it seems to me that there is very little upon which I am competent to offer an opinion. With regard to the line between Bangalore & Loomcoor, all that is known to this Office is that, at the request of the Commissioner of Mysore, a Survey of it was made during 1863 by Engineers detached for the purpose by the Agent of the Madras Railway Company, the expenses being borne by the Mysore Government. In the course of an interview with the Commissioner of Mysore, a few days ago, he showed me all the correspondence which had passed on the subject of this Survey, from which it appeared that an excellent line had been secured, and that the cost of completing a first class railway was roughly estimated at £7,000 per mile, being the exact figure at which the Directors of the Tramway Company now undertake to construct a line of light railway. Dr. Bowring informed me that, in his opinion, a line of railway between Bangalore

vide P. 23rd Dec. 1864 No. 688.

Bangalore and Loomcoor would probably be more remunerative than any other line within the Mysore territory, but that he was by no means sanguine as to the net returns amounting, for some time at least, to the dividend which the Government were asked to guarantee.

7. As regards the second line, namely that between Conjeeveram and Pondicherry, the orders of Government quoted in the margin will show that in the early part of 1864 an application was made by certain residents at Pondicherry for permission to survey this and two other lines connecting Pondicherry with the Madras Railway, with the intention of ultimately constructing a line of light railway upon one of the three lines, and that, owing to the anticipated tendency of the other two lines to withdraw traffic from the South West line of the Madras Railway, it was intimated to the applicants that the proposed line between Pondicherry and Conjeeveram was the only one to which the Madras Government would be able to give encouragement or sanction. I am not aware whether the Survey of the line has yet been made.

1st April 64 No. 242
29th April 64 No. 266.
12th Sept. 64 No. 587.
2nd April 65 No. 215.

in the margin will show that in the early part of 1864 an

8. I do not consider that it is at present within my province to offer any opinion upon the conditions named by the Directors of the Tramway Company, with regard to the proposed guarantee of a minimum dividend upon the cost of the lines in question.

I have the honor to be,
Sir
Your most Obed.t Servant.

Madras
8th Sept.r/66.

[illegible] Major R.E.
Acting Consulting Engineer
for Railways.

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To
The Secretary to Government,
Public Works Department,
Fort Saint George.

Dated 4th Sept.r 1866.
Received 5th Sept.r 1866.

No. 975.
Public Works: 2

Submitting two letters from the Secretary Indian Tramway Company (Limited) for the sanction of Government to the proposed extension of the Railway from Conjeveram to Chingleput.

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Rd. 8th Sept.r 1866. A. 2147

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Rs. As.
23. By Steamer 8th Dec.r 1865 — 288
19. Ditto 1866 — 2112
29. " — " — 286
12. " Sept.r — " — 579
30. " Public Works — 215

Copy in addition to England
26th September 1866.

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Public Works Department.

No. 3064

# PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 25th September 1866.

Read the following

From the Consg. Engineer for Railways (Here enter No. 375 dtd 8th September 1866.)

The Consulting Engineer for Railways submits for consideration his proposals which the Secretaries and Agents for the Indian Tramway Company have been laid by the Directors of the Company before the Right Honorable the Secretary of State for India, offering to undertake the Construction of lines of light railway between Bangalore & Joumcoor and between Conjeveram and Pondicherry.

As the first of these

proposals relates to a
Railway which will
lie entirely within terri-
-tories under the jurisdic-
-tion of the Govt of
India, this Govt are unable
to take the question of the
Construction of that line into
Consideration, but, as regards
the second line, they have
already expressed their opinion
of the great advantages
which an extension of the
Tramway from Arconum
to Conjeeveram, onwards to
Pondicherry, would confer
on the Country, and they
will at once forward for the
favorable Consideration of the
Home Govt, the application
which is now made by
the Tramway Company,
through their Agents at

25 Feb/54 - No 562.

13

Madras, for permission to
Construct that extension under
a guarantee.

The Court Engr for Railways

Dept 26 Sept

15
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Copy pin a Letter to England
D/ 26th Sept. No 50 of 1866.

C W 1866 Dispatch

Bo. of Govt for Sept

£3064.

Bo. of the Madras Court

D/ 25th Sept 1866.

Bamraye Letter from the Consulting Engr for Railways submitting certain correspondence relative to the proposals of the Indian Railway Company to construct under a guarantee an extension of the Railway from Arcanum to Conjeveram, onwards to Pondicherry forwarded to the Home Government for consideration.

No. 603-604.

c. 17 Sept 1866 D. 21st