

(1) Number of pages 26(2) Date of repair 6-11-60

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

c.v

G.O. No. 1482

Press
~~Mis.~~

385-86

Dated 16. 5

1867.

Not to be folded or roughly handled

16th May 1867.

No. 385. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th April 1867, No. 124 :—

1. I have the honor to forward, for the information of Government, letters dated 10th and 12th instant, respectively, from the Agents of the Indian Tramway Company and from the Agent and Manager, Madras Railway, on the subject of the proposed extension of the Tramway from Conjeveram to the south; and with special reference to the Orders of Government in their Proceedings of the 8th instant (G. O. No. 1,089).

2. The Agents of the Tramway Company, in their letter to the Chief Secretary to Government, dated 25th March, proposed to undertake an extension from the present terminus at Conjeveram as far as Trichinopoly and Madura. The Government stated in reply, that they would look with favour on an extension to the south if a five feet six inches gauge were adopted throughout; but as they have not specified the limits to which they would encourage such an extension, the Agent and Manager of the Madras Railway Company begs to be informed if it refers to Messrs. Arbuthnot & Co.'s last proposal, or to that brought forward in their letter, dated 30th August 1866, which was for an extension to Pondicherry only. G. O. No. 3,064, dated 25th September 1866.

3. Mr. Elwin represents that he would regard the extension to Pondicherry with satisfaction, but that a line running in continuation to Trichinopoly, Madura, and Tinnevely would act most injuriously on both the Madras and Great Southern of India Railway Companies. Of course this would be the case, as no goods would be sent from Trichinopoly and stations to the south and east, via Errode and Salem, to Madras, if an opportunity were afforded of sending them by the more direct route. The Madras Railway Company, however, draw traffic from Trichinopoly and Tanjore, almost solely in virtue of the Great Southern of India Railway leading it to them, and their right to complain if such traffic were withdrawn from them may be questioned; but as the interests of Government are concerned equally with those of the share-holders in the successful working of the guaranteed lines of Railway, the existing Companies may reasonably expect that Government will give them all the support which they may have it in their power directly or indirectly to render, having at the same time due regard to the interests of the country. As regards any Railway extension to the south of Trichinopoly, the Great Southern of India Railway Company would appear to have higher claims than any other. A line from Trichinopoly or Caroor to Madura, Tinnevely, and Tuticorin forms part of the scheme originally contemplated by that Company, and though not favourably viewed by the Government, when it was first brought forward, it is likely to be worthy of consideration sooner or later. I understand that the Board of Directors in England are now bringing forward the subject again, with a view to the transfer of a portion of their engineering staff from the Errode extension, on the completion of that line, for employment in surveying the country to the south.

4. I would take the opportunity of observing that, in my opinion, the multiplication of Railway Companies in this Presidency is to be deprecated as far as possible. The Great Southern line might, with great advantage, have formed a

16th May 1867.

branch of the Madras South-West Line. The interests of the share-holders are secured by the Government guarantee, while the expenses of a double agency in this country and in England would have been saved, and all difficulty in regard to interchange of traffic avoided.

5. The construction of a line of Railway from Trichinopoly to Tinnevely, would naturally lead to a line from Trichinopoly direct to Madras. Although some years may elapse before the net receipts on the existing lines attain to five per cent. on the outlay, and the Government thereby encouraged to give their support to such considerable extensions of the Railway system, I think that the gradual improvement that is taking place in the traffic receipts gives strong ground for assurance, that this degree of success will be attained at no very distant period, and I would respectfully suggest the expediency of Government designing, in good time, the additional trunk lines that are likely to be required eventually to render the Presidency system complete, and arranging by what agency they could best be carried out in preference to dealing with each portion in detail, as it may be brought forward, either by the existing or by other Companies.

6. As regards the original proposal of the Agents of the Tramway Company, to construct a light Railway from Arcunum to Pondicherry on a five feet six inches gauge, in order to allow of an interchange of rolling-stock, excepting the engines, with the Madras lines, I beg leave to represent that there are some disadvantages attaching to such a system, which appear to have been overlooked by Government. The rolling-stock of the Madras lines is excessively heavy and solid, and goods wagons being in some trains mixed indiscriminately with the passenger carriages, they are adapted for running at considerable speeds, twenty or thirty miles an hour, and for withstanding the shocks to which trains running at such speeds must be liable. It may be questioned whether the solidity of the rolling-stock is not unnecessarily great, and whether it would not have been preferable to have adopted a lighter construction in the first instance, and to have arranged for the transport of goods in separate trains at a considerably lower speed than it is now the practice to carry them. It is too late, however, to alter the system now. But if a light Railway on the five feet six inches gauge were to be constructed, it is to be taken for granted that the speed of the trains would be low, and that the weight of the rolling-stock would be made as small as possible, consistent with security. The wagons and carriages of the Madras Railway weigh from five to seven tons, empty; I believe that on a light Railway, on which the speed would be ten or twelve miles an hour, the weight of the rolling-stock should not be much more than half of the above standard.

7. The transfer of the Madras Railway stock to the light Railway would thus necessitate the conveyance of double the necessary dead weight, while on the other hand, the transfer of the rolling-stock of the light Railway to the Madras line would be open to the grave objection of subjecting it to shocks which it would not be calculated to bear; that is, unless separate trains of the light stock were run, which however, I take it for granted, would not be contemplated.

8. I may add that although the break of gauge at Arcunum, between the Madras line and the Tramway, is now a serious inconvenience, I consider that the inconvenience would be of very little importance if the Tramway were 100 miles

in length. The cost of transshipping the goods would be trifling, and there would be no difficulty on the part of the Companies concerned in the way of their charging themselves with the transshipment, and of their being responsible for their safe delivery at their destination.

From the Secretaries and Agents of the Indian Tramway Company, (Limited,) to the Consulting Engineer for Railways, dated Madras, 10th April 1867, No. 83.

1. In the report of the Proceedings of Government, No. 179, dated 8th April 1867, and the Order No. 1,089, same date, we observe with regret that Government dismiss the very important subject brought before them by simply "stating their regret that a difference of opinion with "that expressed by us regarding the most desirable gauge renders them unable to support our "proposal."

2. We would remark that we did not, as stated in the Order of Government, intimate our "intention" to adhere to a three feet six inches gauge, but that we merely suggested this gauge as one which has been proved by experience to combine economy with effectiveness.

3. We think Government must have overlooked the 1st paragraph of our letter, the spirit of which was a petition on behalf of Sir Macdonald Stephenson and his colleagues in the Direction of the Tramway Company, that the Madras Government would not limit their advocacy of the Railway system in this Presidency to this or that special line which might be suggested, but that they should insist, with all the authority they can bring to bear on the subject, on the injustice and impolicy of neglecting Southern India in the scheme in course of development for mapping out the country with a net work of Railways. No doubt it will give great weight to abstract sentiments and general arguments of this kind, if Government will also specify the particular lines which they would recommend to be undertaken in this Presidency, and the order in which they would wish them to take precedence.

4. The question of gauge is a matter of detail, which can be decided between the Board of the Tramway Company and the Secretary of State, when the terms of the guarantee and the work to be done under them come to be discussed with a view to active operations.

5. We are credibly informed that indication of a direct and strenuous interest in the subject on the part of Government will, and alone will, result in the construction of additional Railways in this quarter, and that apathy or even the slightest apparent indifference will deprive us of all chance of sharing in the advantages, commercial and otherwise, that must necessarily ensue from increased means of rapid intercommunication.

6. Requesting that this letter may be submitted to Government.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th April 1867, No. 139.

1. Adverting to the Order of Government No. 1,089, dated the 8th instant, passed upon a letter from the Agents of the Indian Tramway Company, to the Chief Secretary to Government, with regard to the proposed extension of the Tramway from Conjeveram to Wandiwash, Tindivanam, Belper, Trichinopoly, and Madura, I have the honor to request that you will be good enough to ascertain, and inform me, whether the observations of His Excellency the Governor in Council in paragraph 3, viz., that "should Messrs. Arbuthnot & Co., acting on behalf of the Company, be "in a position to submit any proposals for extending the Arcunum and Conjeveram light Railway "to the southward on the Indian gauge of five feet six inches," he "will be prepared to give "the subject the fullest consideration," have reference to an extension of the Tramway to Pondicherry, or to Trichinopoly and Madura.

2. I make the inquiry, because an extension of the Tramway to either of the latter places would in my opinion, affect most injuriously the interests of the Madras and Great Southern of India Railways, while that to Pondicherry is a measure which we should view with satisfaction.

16th May 1867.

No. 386.

ORDER THEREON, 16th May 1867, No. 1,482.

RAILWAY, No. 28.

1. After a careful consideration of the letters now read, and of previous papers on the same subject, the Government are of opinion that the time has arrived for urging upon the attention of the Secretary of State the advisability of extending the Railway system under Government guarantee in this Presidency, to give to the populous and thriving districts of Southern India and of the Western Coast the benefit of that means of communication.

2. Of the various projects which have from time to time been proposed for extending the existing system of Railways, the Government attach the greatest importance to the one which has for its object the construction of a line through the rich Provinces of Madura and Tinnevely, and which, by connecting them on the one hand with Tuticorin, and on the other with Caroor or Trichinopoly, promises to secure to them the advantages of ready access to the sea and of free intercommunication with the districts traversed by the Great Southern of India Railway, and by the various lines under the control of the Madras Railway Company. The construction of this line the Government are prepared strongly to advocate, and they are decidedly of opinion that it should be in all respects on the scale which has heretofore been adopted in this Presidency, that it should in fact be made a first class Railway upon the Indian gauge of five feet six inches.

3. Agreeing with the Consulting Engineer in deeming it advisable that the number of separate Railway Companies in this Presidency should be restricted as far as possible, and looking to the position of the line in question and to the interests which will be directly affected by its construction, as well as to the fact that the Great Southern of India Railway Company made the earliest proposals upon the subject, and that a portion of the line, from Madura to Tuticorin, has already been surveyed at their expense, the Government are of opinion that the work may advantageously be intrusted to that Company, as indeed seems to have been contemplated in their original agreement with the Home Government.

4. Of the remaining schemes, the Government place next in order of importance the construction of a line between Shoranoor and Cochin, to connect the entire Railway system in this Presidency with an ocean terminus upon the West Coast. The construction of this the Government would concede to the Madras Railway Company, and after more fully weighing all that can be urged in favour of and against a light Railway, they are of opinion that the comparatively slight saving in its cost on the five feet six inches gauge would ill-counterbalance the many serious disadvantages and inconveniences set forth by the Consulting Engineer in his letter, which its adoption would indisputably cause, and they are accordingly prepared to recommend that the proposed branch should be also a first class Railway upon the recognized Indian gauge.

5. The extension, northwards, of the main line of the Madras Railway from Beypoor, its present terminus, has of late been brought forward more than once, and the Government are fully alive to the importance of the scheme, and to the many advantages, local and general, which are likely to result from its execution. The line would lie parallel to the coast, at a short distance from it, and would pass

16th May 1867.

through or near the large and thriving towns of Calicut, Quilandy, Wuddakarray, Mahé, Tellicherry, and Cannanore. As, however, it would intersect several large streams and back-waters near their mouths, and as it would not at any point on the Coast be placed in connection with a seaport or anchorage accessible during the whole year, the Government resolve to recommend to the Board of Directors, through the Secretary of State, that a survey be at once made of the country between Beypoor and Cannanore, with the view of determining whether the Railway extension in that direction should take the form of an engine tramway on the three feet six inches gauge, leaving the river mouths unbridged, or of a continuous line of first class Railway, with bridges.

6. The question of extending the Railway communication southwards from Arcotum through the districts of Madras and South Arcot, is one which, in the opinion of Government, should be determined solely with a view to local interests and the benefit of Her Majesty's territories. Although the present condition of that part of the Presidency is not such as would warrant the large outlay which the construction of a first class line of Railway would entail, the Government consider that the extension of the line of light tramway which now unites Arcotum with Conjeveram might advantageously be undertaken, and they will accordingly be prepared to support any proposals for the extension of that line, upon its present scale, from Conjeveram to Cuddalore, passing by Wandawash, Tindevanum, and Viceravandy; but as the creation of such a line of communication does not seem to be essential either to the local interests of the country lying to the north of the Great Southern of India Railway or to the more opulent southern districts beyond, the Government cannot at present advocate its extension beyond Cuddalore. They would leave it to the French Government to negotiate with the Tramway Company for a junction from Pondicherry upon any terms which may appear expedient to both parties.

(True Extract.)

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

To the Consulting Engineer for Railways.

cannot proceed further in my opinion upon

Madras, ¹⁶12th April 1867.

From

Robert B. Clavin Esq.,
Agent and Manager of the M. R. Co.

To

Lieut. Colonel A. C. Anderson, R.E.,
Consulting Engineer for Railways.

SIR,

1. Adverting to the Order of Government No. 1089, dated the 8th instant, passed upon a letter from the Agents of the Indian Tramway Company, to the Chief Secretary to Government, with regard to a proposed extension of the Tramway from Conjevaram to Manduvam, Tindivanam, Pelpur, Trichinopoly and Chidambaram, I have the honor to request, that you will be good enough to ascertain, and inform me, whether the observations of His Excellency the Governor in Council in paragraph 3, viz, that "should Messrs. Arbuthnot & Co. acting on behalf of the Company, be in a position to submit any proposals for extending the Arcotum and Conjevaram light railway to the Southward on the Indian gauge of five feet six inches, he will be prepared to give the subject the fullest consideration", have reference to an extension of the Tramway to Pondicherry, or to Trichinopoly and Chidambaram.

2. I make the enquiry, because an extension of the Tramway to either of the latter places, would in my opinion affect,

most injuriously, the interests of the Madras
and Great Southern of India Railways,
while that to Pondicherry is a measure,
which we should view with satisfaction.

I have the honor to be,

Sir,

Your most Obedient Servant.

W. J. P. S. M.

Agent and Manager.

Indian Tramway Company Ltd.
Madras 10th April 1867.
No 83.

To
Lieut. Colonel J. C. Anderson R.E.
Consulting Engineer for Railways.
Madras.

Sir,
In the report of the Proceedings of Government No 179 dated 8th April 1867 and the order No 1089 same date we observe with regret that Government dismiss the very important subject brought before them by simply "stating their regret that a difference of opinion with that expressed by us regarding the most desirable gauge renders them unable to support our proposal."

We would remark that we did not as stated in the Government intimate our "intention" to adhere to a 3 ft. 6 in. gauge but that we merely suggested this gauge as one which has been proved by experience to combine economy with effectiveness.

We think Government must have overlooked the 1st para. of our letter the spirit of which was a petition on behalf of Sir Macdonald Stephenson and his colleagues in the Direction of the Tramway Company that the Madras Government would not limit their advocacy of the railway system in this Presidency to this or that special line which might be suggested, but that they should insist with all the authority they can bring to bear on the subject on the injustice and impolicy of neglecting

Copy to Mr. J. C. Anderson
10/22/67 by J. C. A.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

J. C. Anderson

Dated 12th April 1867
Recd. 13th

No. 139.

Regarding certain information
in connection with the
proposed extension of the
Madras Tramway to the
and at the end -

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neglecting Southern India in the scheme in course of development for mapping out the country with a net work of railways. No doubt it will give great weight to abstract sentiments and general arguments of this kind, if Government will also specify the particular lines which they would recommend to be undertaken in this Presidency and the order in which they would wish them to take precedence.

The question of Gauge is a matter of detail which can be decided between the Board of the Tramway Company and the Secretary of State, when the terms of the Guarantee and the work to be done under them come to be discussed with a view to active operations.

We are credibly informed that indication of a direct and strenuous interest in the subject on the part of Government will and alone will result in the construction of additional railways in this quarter and that apathy, or even the slightest apparent indifference will deprive us of all chance of sharing in the advantages commercial & otherwise that must necessarily ensue from increased means of rapid inter-communication.

Requesting that this letter may be submitted to Government.

We have the honor to be,

Sir,

Your Most Obedient Servants

Abulnabi

Secretaries and Agents

Enclosure

The

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CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 124 -

From

Super Colonel J. Anderson R.E.
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 forward for the information of Government letters dated 10th and 12th instant, respectively from the Agents of the Indian Tramway Company and from the Agent and Manager Madras Railway on the subject of the proposed extension of the Tramway from Conjeveram to the South; and with special reference to the orders of Government in their Proceedings of the 8th instant (G. O. No. 1089).

The

Copy to Mr. Colman & Co. 1867

1867

The Government of Madras
Tramway Company

1867

1867

1867

Observing with
regret that the
subject has been
brought before
them, they simply
their report that a
series of opinion
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regarding the
subject. It is
the most desirable
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subject is not
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2. The Agents of the Tramway Com-
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ment dated 25 March, proposed to undertake an
extension from the present terminus at Cojimbaram as
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or to that brought forward in their letter dated 30
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dated 25 Sep. 1866

3. Mr. Whim represents that he would
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5. The construction of a line of railway
from Trichinopoly to Trinnevelly, would naturally
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Although some years may elapse before the net receipts
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of Government designing in good time, the additional trunk lines that are likely to be required eventually to render the Presidency System complete, and arranging by what agency they could best be carried out in preference to dealing with each portion in detail as it may be brought forward either by the existing or by other Companies.

6. As regards the original proposal of the Agents of the Tramway Company to construct a light railway from Arcconum to Pondicherry on a 5' 6" gauge, in order to allow of an interchange of Rolling Stock excepting the engines with the Madras lines. They leave to represent that there are some disadvantages attaching to such a system which appear to have been overlooked by Government. The Rolling Stock of the Madras lines is excessively heavy and solid, and goods waggons being in some trains mixed indiscriminately with the passenger carriages, they are

are adopted for running at considerable speeds. 20 or 30 miles an hour, and for withstanding the shocks to which trains running at such speeds must be liable. It may be questioned whether the solidity of the rolling stock is not unnecessarily great and whether it would not have been preferable to have adopted a lighter construction in the first instance and to have arranged for the transport of goods in separate trains at a considerably lower speed than it is now the practice to carry them. It is too late however to alter the system now. But if a light railway on the 5' 6" gauge were to be constructed, it is to be taken for granted that the speed of the trains would be low and that the weight of the rolling stock would be made as small as possible consistent with security. The wagons and carriages of the Madras Railway weigh from 5 to 7 tons empty; I believe that on a light railway on which the speed would be 10 or 12 miles

miles an hour, the weight of the Rolling Stock should not be much more than half of the above standard -

7. The transfer of the Madras Railway Stock to the light railway would thus necessitate the conveyance of double the necessary dead weight, while on the other hand the transfer of the rolling stock of the light railway to the Madras line would be open to the same objection of subjecting it to shocks which it would not be calculated to bear; that is, unless separate trains of the light stock were run which, however, I take it for granted, would not be contemplated -

8. I may add that altho' the break of gauge at Arcotum, between the Madras line and the Tramway is now a serious inconvenience, I consider that the inconvenience would be of very little importance if the Tramway

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I have the honor to be
Sir

Yr M^t Servant

Madras
17 April
1863

Wm Mundy act Myn N. K.
For Consulting Engineer for Railways

No 1482

Under date the 16 May 1867
Read the following

From The Consulting Engineer
for Railways.

(Here enter No. 1214 dated 17th April 1867)

After a careful consideration of the letters now read, and of previous papers on the same subject, the Government are of opinion that the time has arrived for urging upon the attention of the Secretary of State the advisability of extending the Railway system under Government guarantee in this Presidency, to give to the population

Circulated in the
information and orders of

Yours sincerely

Wm. J. May

Colt. W. S.
Dear Sir

17. 19. 18. - Nov. 1861. - No. 110
 18. - 20. 11. 1861. - No. 111
 19. - 27. 12. 1861. - 112-124
 20. - 1. 1. 1862. - 125-136
 21. - 1. 2. 1862. - 137-146

**From
The Consulting Engineer
for Railways,**

To

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

Dated 17th }
Received 21st } April 1867.

✓ No. 124 -
March 1482 - 16th May 1877

It is now a day
for the introduction of
Gov^t, letters from the
agents of the insurance
company, Cough & from
the agent of the N. B. on
the subject of the proposed
the subject of the proposed
the subject of the proposed

Dec. 10th May 1867.
 and 1st May 1867

1885

populous and thriving districts of Southern India and of the Western coast the benefit of that means of communication.

2. Of the various projects which have from time to time been proposed for extending the existing system of railways in this Presidency, the Govt. attach the greatest importance to the one which has for its object the construction of a line through the rich provinces of Madura and Tinnevely, and which by connecting them on the one hand with Tuticorin, and on the other with Caroor or Trichinopoly, promises to secure to them

them the advantages of ready access to the sea and of free intercommunication with the districts traversed ^{by the Great S. of India Railway} by the various lines under the control of the Madras Railway Company.

The construction of this line the Govt are prepared strongly to advocate, and they are decidedly of opinion that it should be in all respects on the scale which has heretofore been adopted in this Presidency, that it should in fact be made a first class Railway upon the Indian gauge of 5 ft. 6 inches.

3. Agreeing with the Consulting

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the

This was a piece of our
late Railway ~~discussing~~
discussion and is ~~not~~
all right - but it does not
convey my own ~~idea~~
in fact and my little
value to the ~~Shoranur~~
Cochin line or to Cochin
itself as an Ocean
Terminus ~~etc~~

more fully
N.
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10. 15✓
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sent terminus, has of
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and the Govt. are fully
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of the scheme, and to
the many advantages,
local.

and against
(on the 5 ft. 6 inch gauge)
set forth by the consulting
Engineer in his letter
N.

and backwaters
and as it would not
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connection with a
sea port or anchorage
accessible during
the whole year
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N.

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would pass through or
near the large and thriving
towns of Calicut, Quilandy,
Wuddakuray, Mahe,
Tellicherry and Cannanore.
As however it would in-
tersect several large
^{and backwaters}
streams near their mouths,
the Govt. resolve to recom-
mend ^{to the Bd. of Directors, this desire of State} that a survey be
at once made of the
country between Beypoor
and Cannanore, with the
view of determining whether
the railway extension in
that direction should
take the form of a ^{engine} trans-
way ^{on the 3 ft. 6 inch gauge} leaving the river
mouths

mouths unbridged, or
of a continuous line of
first class railway,
with bridges.

6. The question of extending the railway communication southwards from Arcot, through the districts of Madras and South Arcot, is one which, in the opinion of Govt., should be determined solely with a view to ~~the local advantage of the districts~~. Although the present condition of that part of the Presidency is not such as would warrant the large outlay which the construction of a First Class

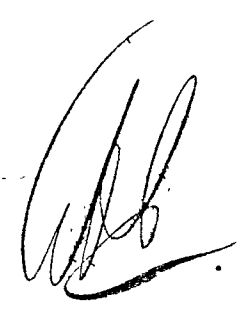
local interests and
the benefit of Her
Majesty's territories
N.

class line of railway
would entail, the
Govt. consider that
the extension of the
line of light tramway
which now unites
Arcorum with Con-
jeveram might ad-
vantageously be un-
dertaken, and they
will accordingly be pre-
pared to support any
proposals for the ex-
tension of that line, up-
-on its present scale,
from Conjeveram to
Suddalore, passing by
Wandmash, Tirdevarum,
and Vicravandy, ~~agreeing~~
~~with Mr. Anderson that~~
~~to carry this line to~~
~~Tiruchirappalli would~~
~~be an I do affect~~
~~entail - But if my Collection~~

I do not think this a
 valid reason for I think
 that when the time is right
 - hope of a direct effort
 and required for the general
 good of the country the
 fact that it might affect
 the ~~general~~ ^{general} ~~to a~~ ^{to a} ~~few~~ ^{few}
 of I R if the should others of ~~diff. for~~ ^{diff. for} ~~Anderson~~ ^{Anderson} that
 which are sure of their
 given and interest
 any how / ought not to
 impede its
 construction. ~~may it~~ ^{may it} ~~N. P.~~ ^{N. P.}
 I am not in favor of it because I do ~~not~~ ^{not} ~~think~~ ^{think}
 that it is wanted - But if my Collection

~~affect injuriously~~
~~the interests of the~~
~~guaranteed railway~~
~~companies, the~~
 Govt cannot at
 present advocate
 its extension beyond
 Cuddalore. ~~and~~ They
 would leave it to
 the French Govt. to
 negotiate with the
 Tramway Company
 for a junction ^{at Cuddalore} ~~up~~
 on any terms which may
 appear
~~they may deem de-~~
~~sirable~~ expedient
 to both Parties. &c.

dissent to this part of the
 draft of 11/11/1867
~~that~~ that this line to Cuddalore
 is not wanted, in my view - I think
 we will be obliged to a
 possible diminution of guaranteed
 Railway receipts - and
 as the creation
 of such a line of
 communication does
 not seem to be essential
 either to the local
 interests of the country
 lying to the north
 of the Great South
 of India Railway,
 or to the more important
 districts beyond,
 the Govt. WDM



10 To Com Secy for Dept

Recd 16/5/67
 22
 2

Copy in a Letter to England.
27 22nd May 1867 N. b.

385-6

Pub: Works 1867 Department

Pro: of Govt. for May

No. 1482

Pro: of the Madras Govt.
16th May 1867

Further Re No 910 of 24-3-71

No 385-386

2. 10th May 1867.