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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1815-16 Press Mis.

383-384

Dated 17-6- 1867.

Not to be folded or roughly handled

No. 382. Read the following Proceedings of the Government of India, in the Public Works Department, (Railway), dated Simla, 22nd May 1867, No. 418R:—

Extension to Belpur and Pondicherry of the Tramway from Arconum to Conjeveram.

Read Despatch, No. 50 of 26th September 1866, from Madras Government to Secretary of State.

Read also Despatch No. 28, of 16th April 1867, from Secretary of State to Government of India, and enclosure.

ORDER.—Ordered that a copy of the Despatch now read be forwarded to the Government of Madras, with a request that the Government of India may be favoured with the opinion of the Governor in Council on the subject.

(Signed) C. H. DICKENS, Colonel, R. A.,
Secretary to the Government of India.

From the Right Honourable the Secretary of State for India, (Railway,) to His Excellency the Right Honourable the Governor General of India in Council, dated India Office, London, 16th April 1867, No. 28.

1. I transmit, herewith, for the consideration of your Government, copies of a letter,* and of its enclosures, addressed to me by Sir Macdonald Stephenson, as Chairman of the Indian Tramway Company, and applying for a guarantee of interest at 5 per cent. on the capital required for the extension to Belpur and Pondicherry, of the short railway already formed by the Company from Arconum to Conjeveram.

* Dated 28th March 1867.

2. The Government of Madras, alluding to this extension in their Public Works Despatch, No. 50, of 26th September last, speak of it as an undertaking promising to be "highly beneficial," and "most judicious" in respect of the line selected, which, they observe, would "undoubtedly be an important feeder" to the Madras Railway, and would "open up a valuable traffic through fertile and populous tracts." They do not, however, say that the line is the one to which, of all that have been proposed for future construction within the limits of the Madras Presidency, priority should be given; and I would request, therefore, that, after communicating with the Madras Government, you will acquaint me with their views and your own on this point. The Directors have, meanwhile, been informed that decision upon their application must await the result of this reference to you.

From the Chairman of the Indian Tramway Company, (Limited,) to the Right Honourable the Secretary of State for India in Council, dated London, 28th March 1867.

1. I have the honour, by desire of the Directors of the Indian Tramway Company, Limited, to address you, in accordance with the understanding come to at the late interview, upon the subject of the further extension of light Railways in India by this Company, under conditions and upon terms of guarantee similar to those conceded to the Indian Branch Company.

2. The Directors assume that as, not only can no valid reason be shown for dealing differently with the two Companies, but that there are very strong grounds upon which this Company might claim more favourable consideration, the Right Honourable the Secretary of State for India in Council will not withhold that assistance which is now admitted to be essential for raising the capital, and which the Directors have been repeatedly assured could not be more favourable than was granted to the Branch Company.

3. The Directors, while recognizing the necessity for great caution being exercised in extending these guarantees, feel convinced that the soundest economy, and most beneficial results,

both to the Government and the country, will be obtained by the application of large and comprehensive views to the whole question,—a conviction based on and confirmed by the results of the working of the two principal main lines of India, one of which, the East Indian, has received during the last three weeks £ 54,000, £ 60,000, and £ 56,000 respectively.

4.—The Directors, in compliance with the suggestion approved of at the interview, have given their full and earnest attention to the selection, from among the many lines proposed, of one which should combine, as far as possible, the greatest recommendation to the Government as being of moderate length and easy construction, and therefore involving only a very moderate outlay and correspondingly limited amount of guarantee:—to the shareholders as affording from the ascertained data of traffic and cost a reasonable certainty of a profit in excess of the guarantee:—and to the public as affording those improved means of communication which, from the absence of river transport, may appear to be especially required.

5.—The Directors, after careful comparison of all the lines, have come to the conclusion, upon the grounds elsewhere referred to, that the line which complies most fully with all these conditions, and which they can most strongly recommend to the favourable consideration of the Secretary of State, is the extension from *Conjeveram to Belper, with a branch to Pondicherry*, in the direction shown in the accompanying Map.

Enclosure 1.—Map of line.

6.—The grounds of this selection are—

Enclosure 2.—Engineer's estimate of cost of line.

The moderate cost, not exceeding £ 7,000 per mile, including rolling stock and all charges.

Traffic data.
Enclosure 3.—Notes on Traffic.
,, 4.—Mr. Dartnell's Estimates.
,, 5.—Mr. Holloway's Reports.

The large amount of traffic already existing, as shown in the statistical documents, from which the extracts referred to in the margin, are made.

The repeated application of the Pondicherry Government for a line to connect that town with the Railway system of India, either by Tripatoor or Conjeveram.

Enclosure 6.—Recommendation by Madras Government of the line proposed.

The favourable opinion of the Madras Government.

The fact that all the northern lines connecting Calcutta, Delhi, the North-West Provinces, the Punjab, and Madras, converge at Arconum, and that, by its construction southward, an enormous tract of country is brought into communication with the general system.

The utilization of the £ 100,000 expended on existing line of Railway from Arconum to Conjeveram, which at a small cost will be widened to the 5 : 6 standard gauge.

Enclosure 7.—Memorandum on collateral advantages to Government.

The probability of the profits exceeding the guarantee at an earlier period than most of the other lines, and the collateral advantages to Government.

The certainty of the early completion of the work, and receipt of large revenue.

The reasonable expectation of the people in the Madras Presidency that their interests should not be overlooked, when the benefits of Railway communication are being bestowed so liberally elsewhere.

Enclosure 8.—Madras Railway Agent's recommendation of line.

Enclosure 9.—Extract Engineer's Report.

7.—The objections raised to the Tripatoor line, that it might compete with and prejudice the interests of the Madras Railway, cannot possibly apply in the remotest degree to the line by Conjeveram, which has been approved of by the Madras Government and by the Agent of the Madras Railway Company. The Engineer's report upon the subject will be admitted as conclusive on this point.

Proceedings of the Madras Government, Public Works Department,
17*th June* 1867.

8.—The Directors now submit the request to be permitted to proceed with the direct line from Conjeveram to Belper, with a branch to Pondicherry (a total distance of about 110 miles, which they believe will not exceed a cost of £ 770,000, or say £ 800,000, and involving a guarantee of £ 40,000 per annum), upon the same terms as have been conceded to the Branch Railway Company. It was with a view to this extension of the present line that the Board engaged in its construction, which they did not suppose could stop at nineteen miles. If it had been so intended, it is certain that the Company would never have undertaken it.

9.—The Directors earnestly request the early and favourable consideration of the subject, as from the time which has elapsed, the expenses which have been incurred, and the thus far unsatisfactory result of the negotiations with the Government at home and abroad, the Directors feel that it is the only equitable and reasonable solution of the great difficulty in which they feel themselves placed in regard to the shareholders, who have laid out £ 100,000 in their endeavour to provide the much needed light Railways for India.

Enclosure 2.

Extract Report of Messrs. Sir CHARLES FOX and GEORGE BERKLEY, Esq., 12th June 1866, on the probable cost of the line to Belper and Pondicherry.

"We have given the subject of your communication our fullest and most attentive consideration; and having before us the information transmitted by the Resident Engineer, Mr. Holloway, who has personally examined the line from Pondicherry to Arconum, and derived from other reliable sources, we are enabled to advise you with confidence upon the point referred to therein.

"We are of opinion that the Railway referred to therein, constructed as a single line of five feet six inches gauge, with sidings and passing places at about five-mile intervals, with all necessary earthwork, fencing, culverts, drains, bridges, and waterways, permanent way and ballast stations (not less than eighteen), repairing shops and tools, telegraph and signals, with an ample supply of rolling stock, including every expense (with the exception of interest on capital during construction), and assuming a small sum to cover the charges of the home establishment, will cost the sum of £ 7,000 per mile.

"This estimate is for a Railway capable of taking any of the rolling stock of the Indian Railways, with the single exception of the locomotives, at the same speed as on the Indian Railways generally. The locomotives would be specially constructed for this traffic, and would have no greater weight an any pair of wheels than 6 (six) tons."

Enclosure 3.

Notes on traffic upon Arconum and Pondicherry Line, by the Secretary.

Estimated traffic and returns:

Goods, as per Pondicherry pamphlet, fo. 33,57,898 tons annually.

Passengers, as per Government papers, Captain O'Connell's report to Sir C. Trevelyan, 400,000 annually.

Calculation:

Goods, 57,980 tons, 110 miles at 16 pie per mile per ton (Madras Railway, and Tramway third class or medium rate) per annum	Rs.	530,731
Passengers, 400,000, 110 miles at 4 pie per mile (lowest rate, Tramway third class) per annum	,,	916,630
Yearly gross earnings	,,	1,447,361
Deduct 45 per cent. for working expenses	,,	651,312
Leaving net earnings yearly	,,	796,049

Or say £ 79,604 18*s.* net earnings on £ 800,000 outlay, representing £ 9 17*s.* 6*d.* per cent. per annum.

ENCLOSURE 4.

Mr. Dartnell, the Acting Traffic Manager of the Madras Railway, who had for some time given much attention to the question of feeders to the Madras Railway, in October 1865, writes that he computed the nett profits, at the lowest estimate, upon an outlay of £ 700,000 on the Pondicherry Line, at 8½, 11½, and 13½ per cent. for the three first years respectively, assuming the working expenses at 45 per cent. of the revenue.

ENCLOSURE 5.

Mr. Holloway, the Engineer of the Company, states—

"I am of opinion this line would pay well, as very few would think of coasting up and down between Cuddalore, Pondicherry, and Madras; we should also pass through many important towns, and places of trade.

"There seems to be only one opinion on the subject here. The printed Government correspondence I sent last mail to the Engineers, and what I now enclose, will prove to you that we should have one of the best paying lines in India: it would do all the coasting trade, both for goods and passengers, between Madras, Pondicherry, and Cuddalore. We may be sure that neither goods nor passengers would be taken through the surf twice, while they could be conveyed up or down in seven hours.

"The traffic, according to official returns, published in Pondicherry (see the pamphlet enclosed), already exceeds yearly 57,000 tons.

"Captain O'Connell, Consulting Engineer of Government Railways, admits, in his reports of Sir Charles Trevelyan's proposed Railways, 400,000 passengers per mile, per year, on the projected line.

"There is no doubt that a great deal if not all the work that is now being done by the coasting steamers from Pondicherry will fall into our hands, besides the great advantage we have of a long line.

"Resuming the remarks I have made, I think the whole of the proposed line from Conjeveram to Pondicherry passes through a country well peopled, and a considerable number of villages close to the road. I remarked at Chinglepat, Tindevanam, and Vigeepooram, large quantities of country carts resting for the night. I should say that at Tindevanum there must have been several hundreds; there was also a large quantity at Chinglepat. I observed, also, coming along the road, considerable numbers of carts and passengers, which led me to suppose that the average daily traffic must be very great. I was also told by a native official, whom I met casually on the road, that the people of the country were looking forward to a Railway with the greatest impatience, as they perceived the facilities it gave to commerce in those parts of the Madras Presidency where the Railway is already laid.

Mr. Norfor, the Consular Agent at Pondicherry, enumerates the weights of the principal articles brought in and out of Pondicherry in carts exceed 37,990 tons yearly, and shows that the transport now costs £ 712 per mile for this quantity.

He also furnishes the weights of the principal articles carried by carts in South Arcot, which amounts to 399,900 tons for the year.

ENCLOSURE 6.

In the Proceedings of the Madras Government, dated 25th September 1866, No. 375, the Government state that—

"They have already (25th February 1864, No. 562) expressed their opinion of the great advantages which an extension of the Tramway from Arconum to Conjeveram onwards to Pondicherry would confer on the country, and they will at once forward for the favourable 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."

Proceedings of the Madras Government, Public Works Department.
17*th June* 1867.

ENCLOSURE 7.

Memorandum of collateral advantages to Government, by G. Norton, Esq.

Terms asked of Government.

Five per cent. per annum to be guaranteed on say £ 800,000, being at the calculated cost of £ 7,000 per mile for 110 miles.

This 5 per cent. per annum would amount to £ 40,000. In reduction of this sum must be considered the certain revenue of the line, and the following special advantages to the Government:—

	£	s.	d.
1st. Carrying of Government Mails gratis, and Troops and Military Stores at two-third fares, worth			
2nd. Cost saved of making a road in part, and wholly of repairing and maintaining a common road			
3rd. The certain increased profits on the main lines from the traffic brought by feeders			

Collateral advantages:

1st. The probability of all payments by Government ceasing soon after the opening.
2nd Certainty of re-payment to Government of guaranteed interest, from profits above five per cent
3rd. Increase to revenues from duties and customs.
4th. General benefit to public from cheaper transit and increase of trade.
5th Mitigation of famines.

ENCLOSURE 8.

Mr. Elwin, Agent and Manager of the Madras Railway Company, in his Official Reports, No. 231, 21st March 1864, states that, "in the opinion of the Officers of this Company, the carrying out of the first or second scheme (viz., by way of Tripatoor) 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.

No. 545.—The following is the Government 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.

Mr. Reade, Collector and Special Agent of South Arcot, officially informs the Government that "the railway 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."

ENCLOSURE 9.

The Company's Engineers, Sir Charles Fox and Mr. George Berkeley, state, in their report upon the value to the Madras Railway of the proposed line, that, "whereas the Tripatoor line would probably be prejudicial, the line by Conjeveram cannot fail to bring a very large amount of traffic over the Madras Railway, which it could not otherwise possibly obtain. The line,

although not much exceeding 100 miles, will open up the trade of a vast tract of country, of over 12,000 square miles, which is far too distant from the Madras Line to either benefit the trade by the railway or to benefit the railway by the trade, as there is an average of from 100 to 120 miles between the coast and the Madras Railway, with a considerable trade now carried coastwise by steamers, which would all come over the Conjeveram Line, and over 42 miles of the Madras Line."

No. 383. ORDER THEREON, 17th June 1867, No. 1,815.

RAILWAY, No. 25.

Ordered that the following letter be sent.

(Here enter No. 1,816, dated 17th June 1867.)

(True Extract.)

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

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT SAINT GEORGE,
17th June 1867.

No. 1,816.

No. 384.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 26.

1. With reference to the Proceedings of the Government of India, under date the 22nd May 1867, No. 418 R, I am directed to invite attention to a letter addressed by this Government to the Right Honourable the Secretary of State on the 22nd ultimo, in which their views regarding the extension of Railways under Imperial guarantee in this Presidency are expressed.

No. 6.

2. You will observe that this Government are of opinion that if the Tramway from Arconum to Conjeveram be extended southwards it should be carried in the direction of Wandiwash, Vieravandy, Villapooram (Belpur), to Cuddalore, and that, if a branch to Pondicherry be desired, its construction should be arranged between the Company and the French Government.

3. This extension, even if carried out as a light railway on the Indian gauge, beneficial as it no doubt would be, is not however considered to be of so much importance as the formation of a branch of the Great Southern of India Railway from Trichinopoly or Caroor to Tuticorin, *via* Dindigul and Madura, nor to be so necessary as the construction of a branch of the South-Western Railway from Shoranoor to Cochin, or of a prolongation of the main line of this railway northwards from Beypore to Cannanore.

I have the honour to be,
Sir,
Your most obedient servant,

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

Exd. S. T. Augustin.

India Office,
London, 16th April 1867.

Railway,
No. 28

To His Excellency The Right Honourable The Governor General of India in Council.

Sir,

Para. 1. I transmit herewith, for the consideration of your Government, copies of a letter,* and of its enclosures, addressed to me by Sir Macdonald Stephenson, as Chairman of the Indian Tramway Company, and applying for a guarantee of interest at 5 per cent. on the capital required for the extension to Belpur and Pondicherry, of the short railway already formed by the Company from Arconum to Conjeveram.

* Dated 28th March

2. The Government of Madras, alluding to this extension in their Public Works Despatch, No. 50, of 26th September last, speak of it as an undertaking promising to be "highly beneficial," and "most judicious" in respect of the line selected, which, they observe, would "undoubtedly be an important feeder" to the Madras Railway, and would "open up a valuable traffic through fertile and populous tracts." They do not, however, say that the line is the one to which, of all that have been proposed for future construction within the limits of the Madras Presidency, priority should be given; and I would request, therefore, that, after communicating with the Madras Government, you will acquaint me with their views and your own on this point. The Directors have, meanwhile, been informed that decision upon their application must await the result of this reference to you.

I have the honour to be,

Sir,

Your most obedient humble Servant,

(Signed) Stafford H. Northcote.

INDIAN TRAMWAY COMPANY, LIMITED.

LONDON; *March 28th*, 1867.

To the

RIGHT HONORABLE SIR STAFFORD NORTHCOTE, BART., M.P.,

Secretary of State for India in Council, &c.

RIGHT HONORABLE SIR,

1.—I have the honour, by desire of the Directors of the Indian Tramway Company, Limited, to address you, in accordance with the understanding come to at the late interview, upon the subject of the further extension of light Railways in India by this Company, under conditions and upon terms of guarantee similar to those conceded to the Indian Branch Company.

2.—The Directors assume that as, not only can no valid reason be shown for dealing differently with the two Companies, but that there are very strong grounds upon which this Company might claim more favorable consideration, the Right Honorable the Secretary of State for India in Council will not withhold that assistance which is now admitted to be essential for raising the capital, and which the Directors have been repeatedly assured could not be more favorable than was granted to the Branch Company.

3.—The Directors, while recognising the necessity for great caution being exercised in extending these guarantees, feel convinced that the soundest economy, and most beneficial results, both to the Government and the country, will be obtained by the application of large and comprehensive views to the whole question,—a conviction based on and confirmed by the results of the working of the two principal main lines of India, one of which, the East Indian,

has received during the last three weeks £54,000, £60,000, and £56,000 respectively.

4.—The Directors, in compliance with the suggestion approved of at the interview, have given their full and earnest attention to the selection, from among the many lines proposed, of one which should combine, as far as possible, the greatest recommendation to the Government as being of moderate length and easy construction, and therefore involving only a very moderate outlay and correspondingly limited amount of guarantee:—to the Shareholders as affording from the ascertained data of traffic and cost a reasonable certainty of a profit in excess of the guarantee;—and to the public as affording those improved means of communication which, from the absence of river transport, may appear to be especially required.

5.—The Directors, after careful comparison of all the lines, have come to the conclusion, upon the grounds elsewhere referred to, that the line which complies most fully with all these conditions, and which they can most strongly recommend to the favorable consideration of the Secretary of State, is the extension from Conjeveram to Belper, with a branch to Pondicherry, in the direction shown in the accompanying map.

Enclosure 1.—Map of Line.

6.—The grounds of this selection are—

The moderate cost, not exceeding £7000 per mile, including rolling stock and all charges.

The large amount of traffic already existing, as shown in the statistical documents, from which the extracts referred to in the margin are made.

,, 2.—Engineer's Estimate of Cost of Line.

Traffic Data.

,, 3.—Notes on Traffic.

,, 4.—Mr. Dartnell's Estimates.

,, 5.—Mr. Holloway's Reports.

The repeated application of the Pondicherry Government for a line to connect that town with the Railway system of India, either by Tripatoor or Conjeveram.

Enclosure 6.—Recommendation by Madras Government of the Line proposed.

The favorable opinion of the Madras Government.

The fact that all the northern lines connecting Calcutta, Delhi, the North-west Provinces, the Punjab, and Madras, converge at Arconum, and that, by its construction southward, an enormous tract of country is brought into communication with the general system.

The utilization of the £100,000 expended on existing line of Railway from Arconum to Conjeveram, which at a small cost will be widened to the 5 : 6 standard gauge.

,, 7.—Memorandum on collateral advantages to Government.

The probability of the profits exceeding the guarantee at an earlier period than most of the other lines, and the collateral advantages to Government.

The certainty of the early completion of the work, and receipt of large revenue.

The reasonable expectation of the people in the Madras Presidency that their interests should not be overlooked, when the benefits of Railway communication are being bestowed so liberally elsewhere.

,, 8.—Madras Railway Agent's recommendation of Line.

7.—The objections raised to the Tripatoor line, that it might compete with and prejudice the interests of the Madras Railway, cannot possibly apply in the remotest degree to the line by Conjeveram, which has been approved of by the Madras Government and by the agent of the Madras Railway Company. The engineer's report upon the subject will be admitted as conclusive on this point.

,, 9.—Extract Engineer's Report.

8.—The Directors now submit the request to be permitted to proceed with the direct line from Conjeveram to Belper,

with a branch to Pondicherry (a total distance of about 110 miles, which they believe will not exceed a cost of £770,000, or say £800,000, and involving a guarantee of £40,000 per annum), upon the same terms as have been conceded to the Branch Railway Company. It was with a view to this extension of the present line that the Board engaged in its construction, which they did not suppose could stop at 19 miles. If it had been so intended, it is certain that the Company would never have undertaken it.

9.—The Directors earnestly request the early and favorable consideration of the subject, as, from the time which has elapsed, the expenses which have been incurred, and the thus far unsatisfactory result of the negotiations with the Government at home and abroad, the Directors feel that it is the only equitable and reasonable solution of the great difficulty in which they feel themselves placed in regard to the Shareholders, who have laid out £100,000 in their endeavour to provide the much needed light Railways for India.

I have the honour to be,

Right Honorable Sir,

Your obedient Servant,

MACDONALD STEPHENSON,
Chairman.

Enclosure No. 1 is the Map.

Enclosure 2.

Extract Report of Messrs. Sir Charles Fox and George Berkley, Esq., 12th June, 1866, on the probable Cost of the Line to Belper and Pondicherry.

"We have given the subject of your communication our fullest and most attentive consideration; and having before us the information transmitted by the Resident Engineer, Mr. Holloway, who has personally examined the Line from Pondicherry to Arconum, and derived from other reliable sources, we are enabled to advise you with confidence upon the point referred to therein.

"We are of opinion that the Railway referred to therein, constructed as a single line of 5′ 6″ gauge, with sidings and passing places at about five-mile intervals, with all necessary earthwork, fencing, culverts, drains, bridges and waterways, permanent way and ballast stations (not less than eighteen), repairing shops and tools, telegraph and signals, with an ample supply of rolling stock, including every expense (with the exception of interest on capital during construction), and assuming a small sum to cover the charges of the home establishment, will cost the sum of £7000 per mile.

"This estimate is for a railway capable of taking any of the rolling stock of the Indian railways, with the single exception of the locomotives, at the same speed as on the Indian railways generally. The locomotives would be specially constructed for this traffic, and would have no greater weight on any pair of wheels than 6 (six) tons."

Enclosure 3.

Notes on Traffic upon Arconum and Pondicherry Line, by the Secretary.

Estimated traffic and returns:

Goods, as per Pondicherry Pamphlet, fo. 33, 57,898 tons annually.

Passengers, as per Government Papers, Captain O'Connell's Report to Sir C. Trevelyan, 400,000 annually.

Calculation :

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Yearly gross earnings .	Rs. 1,447,361
Deduct 45 per cent. for working expenses .	Rs. 651,312
Leaving Net earnings yearly . .	Rs. 796,049

Or say £79,604 18s. net earnings on £800,000 outlay, representing £9 17s. 6d. per cent. per annum.

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Mr. Dartnall, the Acting Traffic Manager of the Madras Railway, who had for some time given much attention to the question of feeders to the Madras Railway, in October, 1865, writes that he computed the nett profits, at the lowest estimate, upon an outlay of £700,000 on the Pondicherry Line, at 8½, 11½, and 13½ per cent. for the three first years respectively, assuming the working expenses at 45 per cent. of the revenue.

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Pondicherry (see the pamphlet enclosed), already exceeds yearly, 57,000 tons.

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"There is no doubt that a great deal if not all the work that is now being done by the coasting steamers from Pondicherry will fall into our hands, besides the great advantage we have of a long line.

"Resuming the remarks I have made, I think the whole of the proposed line from Conjeveram to Pondicherry passes through a country well peopled, and a considerable number of villages close to the road. I remarked at Chingleput, Tindevanum, and Vigopooram, large quantities of country carts resting for the night. I should say that at Tindevanum there must have been several hundreds; there was also a large quantity at Chingleput. I observed, also, coming along the road, considerable numbers of carts and passengers, which led me to suppose that the average daily traffic must be very great. I was also told by a native official, whom I met casually on the road, that the people of the country were looking forward to a railway with the greatest impatience, as they perceived the facilities it gave to commerce in those parts of the Madras Presidency where the railway is already laid."

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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."

Enclosure 7.

Memorandum of Collateral Advantages to Government, by G. Norton, Esq.

Terms asked of Government.

Five per cent. per annum to be guaranteed on say £800,000, being at the calculated cost of £7000 per mile for 110 miles.

This 5 per cent. per annum would amount to £40,000. In reduction of this sum must be considered the certain revenue of the line, and the following special advantages to the Government:

1st. The carrying of Government mails gratis, and troops and military stores at two-third fares, worth . . . .

2nd. Cost saved of making a road in part, and wholly of repairing and maintaining a common road . . .

3rd. The certain increased profits on the main lines from the traffic brought by feeders . . . . . .

Collateral advantages:

1st. The probability of all payments by Government ceasing soon after the opening.

2nd. Certainty of repayment to Government of guaranteed interest, from profits above 5 per cent.

3rd. Increase to revenues from duties and customs.

4th. General benefit to public from cheaper transit and increase of trade.

5th. Mitigation of famines.

Enclosure 8.

Mr. Elwin, Agent and Manager of the Madras Railway Company, in his Official Reports, No. 231, 21st March, 1864, states that, "in the opinion of the officers of this Company, the carrying out of the first or second scheme (viz., by way of Tripatoor) would be prejudicial to the interests of the Madras Railway, but that a branch connecting Pondicherry *viâ* Tindevanum with Conjeveram would doubtless act as a feeder.

No. 545.—The following is the Government Order thereon, 19th April, 1864, No. 1114:

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.

Mr. Reade, Collector and Special Agent of South Arcot, officially informs the Government that "the railway 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."

Enclosure 9.

The Company's Engineers, Sir Charles Fox and Mr. George Berkeley, state, in their report upon the value to the Madras Railway of the proposed line, that, "whereas the Tripatoor line would probably be prejudicial, the line by Conjeveram cannot fail to bring a very large amount of traffic over the Madras Railway, which it could not otherwise possibly

obtain. The line, although not much exceeding 100 miles, will open up the trade of a vast tract of country, of over 12,000 square miles, which is far too distant from the Madras Line to either benefit the trade by the railway or to benefit the railway by the trade, as there is an average of from 100 to 120 miles between the coast and the Madras Railway, with a considerable trade now carried coastwise by steamers, which would all come over the Conjeveram Line, and over 42 miles of the Madras Line."

No. 216 R

Government of India
Public Works Department
Railway
Simla 22d May 1867

Extension to Belpur and Pondicherry of the Tramway from Arconum to Conjeveram.

Read Despatch No. 50 of 26th September 1866 from Madras Govt. to Secy. of State.

Read also Despatch No. 28 of 10th April 1867 from Secy. of State to Govt. of India and enclosure.

Order Ordered that a copy of the Despatch now read be forwarded to the Government of Madras with a request that the Government of India may be favored with the opinion of the Governor in Council on the subject.

(Sd) Colonel R. A.

Secy. to the Govt. of India

Rec. 16th May/67 No. 385 – 386
To S. 26 Apl/66 " 50
" " 19 Apl/64 " 453–454

J. W. 1864 Dec 1864
Pro. of Govt for Sign
No. 2068

From
The Secy to the Govt
of India
To The Secy to Govt Mad

Dt 22d May
Rec 3d June } 1867

Ex. 3 No. 418 R.

Requesting to be favored with the opinion of this Govt on the subject of the extension to Belpar & Pondicherry of the Tram way from Arcomum to Conjeveram

No. 382

No. 1816.
Ex. 3d 1815 – 17th June/67

C. 10th June/67 R. 17th

278

1815

Public Works Department.

Ex. 1815

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 17th June/67

Read the following

From the Secy to the Govt of India

(Here enter No. 418 R dated 22d May 1867

Ordered that the following letter be sent.

To 1816 Ex. 1816.

The Secretary to the Government of India

Sir,

With reference to the Pro. of the Government of India under date the 22d May 1867, No. 418 R, I am directed to invite attention to a letter addressed by this Government to the Right Honorable the Secretary of State on the 22d Ultimo, in which then

No. 6

views regarding the extension of Railways under Imperial guarantee in this Presidency are expressed.

You will observe that this Govt are of opinion that, if the Tramway from Arconum to Conjeeveram be extended southwards it should be carried in the direction of Wandiwash, Vicravindy, Villapooram (Belpur) to Cuddalore, and that, if a branch to Pondicherry be desired, its Construction should be arranged between the Company and the French Government.

This extension, even if carried out as a light railway on the Indian guage, beneficial as it no doubt would be, is not however considered to be of so much importance as the formation of a branch of the Great Southern of India Railway from Trichinopoly to Caroor to Tuticorin, via Dindigul and Madura; nor to be so necessary as the construction of a branch of the South western Railway from Sharanoor to Cochin, or of a prolongation of the main line of this railway northwards from Beypore to Cannanore.

Fort St George
17th June 1867

A.C.

Dispd 18/6/67 with copy of Despatch no 6 of 67

P. W. 1867. Department.

Pro. of Govt. for June

No. 1815 & 1816

PROCEEDINGS OF GOVERNMENT of Mad.

Dated 17th June 1867

Passing orders on Proceeding of the Govt. of India, relative to the proposed extension of to Belpur and Pondicherry of the Tramway from Arcomum to Conje=verane.

The Govt. of India addressed on the above Subject.

No. 382-383 @ 384

C. 10th June 1867 R. 11th