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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. <u>240-1</u>	Press ☐
<u>486-88</u>	Mis. ☐
Dated <u>26</u> <u>1-</u> <u>1869.</u>	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th January 1869*

No 486 Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 9th December 1868, No. 447. —

1. Referring to the Order of Government, dated the 23rd September last, No. 3,009, and the papers printed therewith, I have the honor to submit, for the consideration of Government, a letter* from the Agent of the Madras Railway Company,

* No 540, 7th December 1868
containing an expression of the views which our recent visit to Cochin has led him to entertain regarding the policy of undertaking the construction of a branch line of Railway to Ernacollum

2 It will be seen that Mr. Elwin has formed a very decided opinion, that it would not be for the interests of his Company to construct the line in question. Two reasons for this opinion are given in Mr Elwin's letter, first, that the present critical condition of the town of Cochin is not such as to warrant its selection as a terminus, and, second, that the traffic of the existing line would be injured by the construction of an extension in the direction of Cochin

3 I am obliged to take exception to the grounds on which Mr. Elwin bases his unfavorable opinion. They do not appear to me valid; and it is not now, after the completion of an extensive survey, that they should have been brought forward

4. With regard to the condition of the town of Cochin, it will be seen from the report† which I have had the honor to submit this day, in conjunction with the Chief Engineer of the Madras Railway Company, that all present danger to the town and port has been averted by the works now under construction, and that the very moderate expenditure recommended by us will, in our opinion, be sufficient to place their future security beyond all reasonable doubt

5 Mr. Elwin's second objection, that the construction of the branch will, to some extent, diminish the traffic on the existing line, is self-evident, and must have been foreseen when the question was first mooted. The avowed object to be gained by carrying the line to Cochin was to bring the Railway system of the Presidency into connection with a harbour better than its present western terminus at Beypoor offers, and it must have been patent that the construction of the branch would attract traffic away from the inferior port

6 It should be borne in mind that the question of extending the line to Cochin was mooted by‡ the representative of the Company, that the survey was undertaken§ at the instance of the Directors, and that, should the line not be constructed, the expense of the survey will fall on the State. Under these circumstances, I think that the objections now raised by the Agent, even admitting their validity, should have been brought forward at an earlier date

7. I cannot, however, agree with the Agent, that the construction of the line as an extension of the Madras Railway system would be disastrous to the interests

† Vide Agent's letter, 5th November 1866, No 540, printed with G O, 7th February 1867, No. 382

§ Vide letter from Board, 1st February 1867, No 2,137, printed with G O, 13th April 1867, No 1,142.

*Proceedings of the Madras Government, Public Works Department,
26th January 1869.*

of that Company. In my report, dated the 15th July last, No 248, I gave my opinion that the policy of undertaking the Cochin extension depended on the probability of Cochin continuing to maintain its position as an ocean port, available at all times of the year for vessels of considerable size. My recent inspection has convinced me that there is every reason to expect that Cochin will maintain the character it has hitherto borne as an ocean port, and as the only one on the seaboard of this Presidency, that its character may be improved, and its capabilities developed by a moderate expenditure of public money; and that, taking in connection with it the adjacent anchorage at Nariakal, it may be correctly said to be available for large vessels at all times of the year.

8 For these reasons, and bearing in mind the rich and populous nature of the country through which it would pass, I am induced to take a very different view of the prospects of the proposed line from that which is taken by the Agent, and I cannot avoid the conclusion that its construction would create a very material addition to the present traffic on the Madras Railway Company's line.

9 The proposed extensions to Cochin and to Cannanore have been spoken of as alternative lines; and viewing them in that light there seems to me, for reasons which I have already given, to be no doubt that the balance of advantage is decidedly in favour of the Cannanore line, but I can see no valid reason why the construction of the one line should be considered in any way to interfere with that of the other, or to render it unnecessary. On the contrary, I think, with the Collector of Malabar, that the "double extension will materially affect the usefulness and the success of both branches."

10 In case the Government should see fit to recommend the construction of the Cochin extension, I beg to suggest the advisability of inviting the Native States of Cochin and Travancore to bear a portion at least of the risk, and to join with the British Government in guaranteeing a dividend upon the cost. The equity of such an arrangement would be unquestionable. Almost the whole of the line lies within the territories of those States, and the chief advantage of the Railway would certainly fall to their share. Besides making a free gift of the land taken up by the line, I think that they might well be invited to bear between them half of the guarantee.

11. From the tone of the Agent's letter herewith submitted, as well as from conversations which I have held with him upon the subject, I gather that the Madras Railway Company are prepared to oppose the construction of any extension of their South-West Line, whether towards Cochin or towards Cannanore. The Collector of Malabar has very truly observed, that these extensions "are indeed only important parts without which the Madras Railway's western scheme cannot be looked upon as in any way complete," and Clause II of the Contract executed with the Company upon the 19th December 1855, empowers the Government to require the Company to make any extensions of their South West Line which the Government shall consider advisable; but I do not know how far this may be held to bind the Company to carry out the extensions in question if called upon to do so. There can be no doubt that it would tend greatly to the convenience and the advantage of the public, if these short branches, each being about sixty miles in length, were constructed by the Madras Railway Company, but this is by no means indispensable; and I trust that the carrying out of such important works

*Proceedings of the Madras Government, Public Works Department,
26th January 1869.*

may not be contingent upon the degree of favour with which they may chance to be regarded by this Company, which avowedly views them from a self-interested and narrow point. As remarked by His Excellency the Viceroy, in his Minute,*

* G O, 8th January 1868, No 61

dated the 16th August 1867, there is no doubt that, under a guarantee of interest the Government can without difficulty at once secure the formation of a Company to carry out any line of Railway which it desires to see executed. If the Madras Railway Company refuse their assistance in carrying out this and other extensions of their system, which may be deemed desirable by Government, I trust that measures will be taken for insuring their construction independently of that Company.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th December 1868, No 540.

1 In reply to your letter of this date, No 403, I have the honour to state that our recent visit to Cochin has induced me to form a very decided opinion that it would not be for the interests of this Company to construct a branch line of Railway to Ernacollum.

2 It is plain from what I myself saw, and from the evidence which was elicited on all sides during our late visit, that the very existence of Cochin was on two occasions seriously jeopardized by the encroachments of the sea, and I have no hesitation in saying that a large expenditure will have to be incurred in merely protective works, setting aside the large additional cost of providing docks, wharves, &c., &c., all of which would, in my opinion, be absolutely necessary, before I should feel myself justified in recommending so serious a change in our system, as the adoption of another terminus on the Western Coast. Besides, I think, there can be no doubt that any extension of our South-West Line, either from Shoranoor or Puttamby towards Cochin, would have a damaging effect upon that portion of the line between the junction and our existing terminus, Beypool, an opinion concurred in by the Chief Engineer and Traffic Manager.

No 487. ORDER THEREON, 26th January 1869, No 240

RAILWAY, No 39

Concurring with the Consulting Engineer in considering the proposed extension of the South-West Line of the

Madras Railway to Cochin as an important portion of the general scheme of Railway communication which it is necessary to complete to meet the requirements of this Presidency, the Government will recommend its construction in addition to the extensions which have been already advocated in the letter to the Government of India under date the 19th September 1868, No 2,968

(True Extract)

(Signed) CHARLES A ORR, Colonel, R E,

Secretary to Government.

To the Consulting Engineer for Railways

Exd S T Augustin.

Govt. of Madras.

PUBLIC WORKS.

THE CONSULTING ENGINEER TO
RAILWAYS

Dated January, 1867

Recd

G. O., 26th January 1869 No 241

JANUARY.

No. 136-137

Memorandum - Passing covers of the letter from the Consulting Engineer, relative to the extension of the Madras Railway to Cochin

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 26th January 1869

No 241.

No 488.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT

SIR,

RAILWAY, No 40.

1. In my letter of the 19th September 1868, No 2,968, reporting on the extensions which appeared necessary for developing the Railway system of this Presidency, the Government of India were informed that an extension of the South-West Line of the Madras Railway to Cochin had been proposed with a view of securing an ocean terminus, available for large vessels at all seasons, but that encroachments of the sea having occurred to such an extent at that port as to appear to endanger its existence, the Government were not prepared to press for an extension in that direction till the doubts they entertained of the permanence of the harbour had been removed, and that, with a view to a deliberate professional opinion being obtained, the Consulting Engineer with the Master Attendant of Madras and an Engineer of the Madras Railway Company had been requested to investigate the present circumstances and future prospects of the port. This those gentlemen have now done, and the result being to satisfy them and the Government of the security of Cochin as a port, I am to state that His Excellency in Council has now no hesitation in recommending the extension to Cochin in addition to those which have been already advocated.

2 The desirability of carrying out this extension was originally brought under notice in 1866 by Mr. Smart, the then Chief Engineer and Acting Agent of the Company, and the proposal having met with the approval of His Excellency the Governor in Council, the views of this Government were communicated to the Board of Directors of the Madras Railway, through the Secretary of State. Recognizing the great advantages of obtaining for the western ocean terminus of the Railway a safe and open port, easily accessible at all seasons, and believing that the proposed extension through the productive and well-peopled districts of the Western Coast would materially benefit the traffic on their main line, the Board, with the concurrence of the Secretary of State, instructed their Agent in this country to make arrangements for undertaking the preparation of the necessary surveys and estimates, on the understanding that the cost would be borne by Government if the construction of the line should not finally be entrusted to the Railway Company.

3. Trial surveys and approximate estimates have accordingly since been made, from which it appears that the line will be about sixty miles in length and, with earth-works for a single and masonry works for a double line of rails, will probably cost £ 10,500 per mile inclusive of rolling stock. It will traverse a rich and populous tract of country lying almost entirely within the territories of the Rajahs of Cochin and Travancore, from the Governments of which there is every reason to believe that the undertaking will meet with the fullest support in consideration of the great advantages which it will confer upon those States

4. Leaving the trunk line of the Madras South-West Railway at the Puttambay Station at the 366½ mile from Madras, the proposed extension (or more correctly branch) will pass by the important town of Trichoor, and terminate at Ernacollum, a village situated on the eastern bank of the Cochin backwater, and almost directly opposite the town of Cochin. The average population of those portions of the Cochin territory through which the line will pass is stated at 484, and the average revenue Rupees 670, per square-mile. The average tonnage and value of the exports and imports at the port of Cochin for the last five years is as follows.—

	Tons	Rs
Exports	99,160	68,75,155
Imports	97,814	51,50,932

5. From data obtained by the original promoters of the line, the following estimate of the probable returns has been framed —

Goods, 14,449 tons carried on an average distance of 47 miles, at 18 Pies per ton per mile	RS
Passengers	54,291
Specie, Rupees 2,00,000 at ½ per cent	3,60,000
Miscellaneous	2,500
	25,000
	<hr/> 4,41,791

6. Deducting forty per cent. as an ample allowance for working expenses on a line of Railway traversing a country where an inexhaustible supply of wood fuel is to be obtained at a cheap rate, there will remain Rupees 2,65,074 as the net return, or something more than four per cent. on the £ 630,000 which the extension is calculated to cost.

7. As this estimate is considerably lower than two others based respectively on actual returns of two weeks traffic, and on the actual earnings of the South-West Line of the Madras Railway, it may, the Government believe, be accepted as sufficiently reliable to afford every reasonable encouragement to the construction of an extension which His Excellency the Governor in Council does not doubt will not only stimulate the trade of Cochin, and create an important local traffic, but will bring such an increase of through traffic on the main line as will greatly improve the receipts of the South-West Railway.

8. It will be observed that the Agent and Manager of the Madras Railway does not take this view, and that, being of opinion that the proposed extension would have a prejudicial rather than a beneficial effect on his Company's prospects, he appeals to the fact of the existence of Cochin as a harbour having been twice

endangered by the encroachments of the sea as conclusively showing that its selection as a terminus would not be advisable. This apprehension is, however, set at rest by the reports of the Officers who, I have above stated, had been required to give their opinion on the condition of Cochin, and on the prospect of its continuing to be the best port on the Coasts of this Presidency; and, in now submitting the accompanying report by the Consulting Engineer and other papers relating to the proposed extension, I am directed to say that, having under consideration such measures as, at the recommendation of those Officers, they believe will effectually secure and improve the harbour of Cochin, the Government desire to urge the expediency of the proposed extension as a very important portion of the general scheme of Railway communication which it is necessary to complete to meet the requirements of this Presidency.

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

Colonel, R. E.,
Secretary to Government

Erđ S T Augustin

Ord. of 1869 Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Date Jan 1st, 1869

Recd

G O, 20th January 1869 No 241

JANUARY.

No. 432

Madras Railway—Papers relative to the extension of the Madras Railway to Cochin forwarded to the Government of India with the opinion of the Madras Government thereon.

Railway Department

Consulting Eng^r Office

N^o 447-

From

Major J. H. M. Shaw Stewart R.E.
Consulting Eng^r for Railways.

To

Colonel C. A. O'N R.E.

Secretary to Government

Public Works Department

Fort Saint George.

Sir,

Referring to the order of Government dated the 23rd September last, N^o 3009, and the papers printed therewith, I have the honour to submit for the consideration of Government, a letter from the Agent of the Madras Railway Company, containing an expression of the views which our recent visit to Cochin has led him to entertain regarding the policy;

N^o 540-7⁴
December 1868.

policy of undertaking the construction of a branch line of railway to Ernakollam.

2. It will be seen that Mr Elwin has formed a very decided opinion that it would not be for the interests of his Company to construct the line in question. Two reasons for this opinion are given in Mr Elwin's letter, — first, — that the present critical condition of the town of Cochin is not such as to warrant its selection as a terminus, and second, — that the traffic of the existing line would be injured by the construction of an extension in the direction of Cochin.

3. I am obliged to take exception to the grounds on which Mr Elwin bases his unfavourable opinion. They do not appear to me valid; and it is not now, after the completion of an extensive survey, that they should

have

* No 445.

9th December 1868.

have been brought forward.

4. With regard to the condition of the town of Cochin, it will be seen from the report which I have had the honour to submit this day in conjunction with the Chief Engineer of the Madras Railway Company that all present danger to the town and port has been averted by the works now under construction, and that the very moderate expenditure recommended by us will in our opinion be sufficient to place their future security beyond all reasonable doubt.

5. Mr Elwin's second objection, that the construction of the branch will to some extent diminish the traffic on the existing line, is self-evident, and must have been foreseen when the question was first mooted. The avowed object

to

to be gained by carrying the line to Cochin was to bring the Railway system of the Presidency into connection with a harbour better than its present western terminus at Negoor off, and it must have been patent that the construction of the branch would attract traffic away from the inferior port.

6. It should be borne in mind that the question of extending the line to Cochin was mooted by the representative of the Company, — that the survey was undertaken at the instance of the Directors, — and that, should the line not be constructed, the expense of the survey will fall on the State.

Under these circumstances I think that the objections now raised by the Agent, even admitting their validity, should have

been

* Vide Agents letter
5th November 1866.

N^o 540.
Printed with G.O.
7th February 1867.
N^o 282.

* Vide letter
from Board
1st February 1867.
N^o 2137.

Printed with G.O.
13th April 1867.
N^o 1142.

been brought forward at an earlier date.

7. I cannot however agree with the Agent that the construction of the line as an extension of the Madras Railway system would be disastrous to the interests of that Company. In my report dated the 15th July last, N^o 248, I gave my opinion that the policy of undertaking the Cochin extension depended on the probability of Cochin continuing to maintain its position as an ocean port, available at all times of the year for vessels of considerable size. My recent inspection has convinced me that there is every reason to expect that Cochin will maintain the character it has hitherto borne as an ocean port, and as the only one on the sea-board of this Presidency; — that its character may be improved, and its capabilities developed

by

by a moderate expenditure of public money; — and that, taking in connection with it the adjacent anchorage at Narrakal, it may be correctly said to be available for large vessels at all times of the year.

8. For these reasons, and bearing in mind the rich and populous nature of the country through which it would pass, I am induced to take a very different view of the prospects of the proposed line from that which is taken by the Agent, and I cannot avoid the conclusion that its construction would create a very material addition to the present traffic on the Madras Railway Company's line.

9. The proposed extensions to Cochin and Cannanore have been spoken of as alternative lines; and viewing them

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them in that light there seems to me, for all reasons which I have already given, to be no doubt that the balance of advantage is decidedly in favour of the Cannanore line; — but I can see no valid reason why the construction of the one line should be considered in any way to interfere with that of the other, or to render it unnecessary. On the contrary, I think with the Collector of Malabar that the "double extension" will materially affect the usefulness "and the success of both branches."

10. In case the Government should see fit to recommend the construction of the Cochin extension, I beg to suggest the advisability of inviting the native States of Cochin and Travancore to bear a portion at least of the risk, and to join with the British Government

in the

in guaranteeing a dividend upon the cost. The equity of such an arrangement would be unquestionable. Almost the whole of the line lies within the territories of those States, and the chief advantage of the railway would certainly fall to their share. Besides making a free gift of the land taken up by the line, I think that they might well be invited to bear between them half of the guarantee.

11. From the tone of the Agent's letter herewith submitted, as well as from conversations which I have held with him upon the subject, I gather that the Madras Railway Company are prepared to oppose the construction of any extension of their South-West Line, whether towards Cochin or towards Cannanore. The Collector of Malabar has very truly observed that these extensions

"are

17 5

"are indeed only important parts without which the Madras Railway's western scheme cannot be looked upon as in any way complete", and Clause 2 of the Contract executed with the Company upon the 19th (December 1855) empowers the Government to require the Company to make any extensions of their South-West Line which the Government shall consider advisable; but I do not know how far this may be held to bind the Company to carry out the extensions in question if called upon to do so. There can be no doubt that it would tend greatly to the convenience and the advantage of the public if these short branches, each being about 60 miles in length, were constructed by the Madras Railway Company; but this is by no means indispensable,

indispensable; and I trust that the carrying out of such important works may not be contingent upon the degree of favour with which they may chance to be regarded by this Company, which avowedly views them from a self-interested and narrow point. As remarked by His Excellency the Viceroy, in his Minute dated the 16th August 1867, there is no doubt that, under a guarantee of interest, the Government can without difficulty at once secure the formation of a Company to carry out any line of railway which it desires to see executed. If the Madras Railway Company refuse their assistance in carrying out this and other extensions of their system which may be deemed desirable by Government, I trust that measures will be taken for insuring their construction independently of that Company.

Madras
9th December
1868

I have the honour to be,
Sir,
your most obedient servant
Maurice Major R.E.
Cons: Eng: for Railways.

* G.O. 8th Jan.
1868. N^o 61.

N^o 540

19

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE

Madras, 7th December 1868.

From

A. B. Elwin Esq.
Agent and Manager of the M.R.C.

To

Major J. H. M. Shaw Stewart R.E.
Consulting Engineer for Railways.

SIR,

In reply to your letter of the 26th Nov. 1868, I have the honor to state that our recent visit to Pochai has induced me to form a very decided opinion that it would not be for the interests of the Company to construct a branch line of Railway to Erode.

It is plain from what I myself saw, and from the evidence which was elicited on all sides during our late visit, that the very existence of Pochai was on his occasion seriously jeopardized by the encroachments of the Sea and I have no hesitation in saying that a large expenditure will have to be incurred in merely protecting works, setting aside the

the large additional cost of providing
Docks, Wharves, &c, all of which
would in my opinion be absolutely
necessary, before I should feel myself
justified in recommending to persons a
change in our system as the adaptation
of another Terminal on the Western Coast.
Besides I think there can be no doubt
that any extension of our South West Line
either from Shoreham or Putnamby towards
Folke, would have a damaging effect
upon that portion of the line between the
Ilchester and our existing Terminal, Bexford,
an opinion concurred in by the Chief Engineer
and Traffic Managers.

I have the honor to be,
Sir,
Yours most obedt servant,
Wm. G. Lewis
Agent and Manager

My dear Mr. Mills

Could you
please let me
have a look at
this office letter No
447 of 9. Dec 1868
bodied in G O 240 of
26. Instant - I shall
return it within the
evening Yr in haste

Thos Doyle
29. 1 69

INDRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated 18. Dec 1868

Recd.

M. No. 5740.

Delivered to letter No
447, Metamorphosis
Revised of the Machine
Working in London

1868/89

Received 1868/89

240
Public Works Department
Proceedings of the Madras Government
Under date the 26 January/89
Read the following.

From The Consty Engineer
for Railways } M.E. No 447 of 9th Decr/88/

Concurring with the
Consulting Engineer in
considering the proposed
extension of the South West
line of the Madras Rail-
way to Cochin as an
important portion of the
general scheme of Railway
Communication which
it is necessary to complete
to meet the requirements
of this Presidency, the
Government will recom-
mend its construction

in addition to the extensions
which have been already
advocated in the letter to
the Govt of India under
date the 19th Sept 1888. At 29.

W.H.

28

The Congress for
Railways.
Recd 27/1/89

in addition to the extensions
which have been already
advocate.

1888
P. W. Dept.
RAILWAY DEPARTMENT.

From *M. J. P. H.*
The Cons. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated 7th December 1888.
Received

No. 447-
Enclosures, No. 11

Submitting a
letter from the Agent
of the Madras Railway
Company, regarding the
construction of a
branch line of railway
to Ennacollam.

No 240-26 January 1889

10486

2192 Jan 1889

*I would add this
memo as the basis
of a letter to the
Supreme Govt. and
the Secretary of
the State.*

P. H.

For orders.

A proposal for the
extension of the Madras
Railway to Palicat
having been submitted
by the Consulting En-
gineer in 1866, with re-
ference to the unsuita-
bility of Beypore as
the western terminus
of the Railway system,
Mr. Smart, the then
Chief Engineer and
Acting Agent of the
Company, in offering
remarks on that
proposal

proposal, suggested,
instead, the extension
of the Railway to
Cochin, which, with
the neighbouring anchorage
of Narraikal, presented,
in his opinion, superior
advantages as a terminus.
Though entertaining no
doubt as to the superiority
of the Ports of Cochin
and Narraikal over any
in the Malabar District,
the Government were not
at first inclined to re-
commend the construction
of the proposed Southern
extension except as a
cheap light Railway,

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but, on ^{subsequently} taking the
matter into consideration,
with the general question
of the extension of the
Railway system in
this Presidency, and
with fuller information
before them of the cost
of a light Railway, the
Government changed
their views on this point,
and, advocated the ex-
tension as a first
Class Railway.

With his letter of
the 31st August 1867, to
the Secretary of State
forwarded correspondence
with the Railway
Board, in which the
Directors expressed
their

their satisfaction with
the decision of the
Government, and
stated that instructions
would be issued to their
Agent in this country
for the prosecution of
the necessary surveys.
In due course the
Agent submitted to the
Consulting Engineer
with his letter of the
7th August 1868 trial
surveys and approx-
imate Estimates, from
which it appeared that
the line would be about
60 miles in length,
and would probably
cost Rs 105,000 per

33
mile, inclusive of rolling
stock. Mr. Elwin was
of opinion that, if the
object of securing a ter-
minus on the west
coast provided with
suitable harbour ac-
commodation, could
not be attained, he did
not see that there was
any thing else in the
nature of the country
to warrant so large an
outlay.

Meanwhile, in-
creasements of the
sea having occurred
to such an extent at
Cochin as to endanger
it was thought, the ex-
istence of the Port, the
-Port.

Government, in reporting
to the Government of
India in letter dated
19th September 1868, No.
2968, on the extension
of the Railway System
in this Presidency re-
marked that they were
not disposed to press
for the Cochin extension
till the doubts they en-
tertained of the per-
manence of the harbor
had been removed,
and that with a view
to a deliberate professional
opinion being obtained,
the Consulting Eng^r
with the Master Attendant
of Madras and an

35
Engineer Officer of
the Madras Railway
Company had been
requested to investigate
the present circum-
stances and future
prospects of the port.
This those gentlemen
have now done, and
the result being to sa-
tisfy them of the se-
curity of Cochin as
a Port, Major Shaw
Stewart appears to be
clearly of opinion that
the proposed extension
is very desirable.

The Agent however
takes a different view,
and, in reply to a letter
addressed to him by
the Chief Engineer on
the

the subject, expresses the opinion that it would not be for the interests of the Company to carry out this extension, and that it would have a prejudicial effect upon the portion of the present line between Puttambry, the proposed point of junction, and Bayside.

He says that from the evidence elicited, it appears that the existence of Cochin was on two occasions seriously endangered by the encroachments of the sea, and that a large expenditure would have to be incurred on merely protective works. The

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doubt thus appealed to has, however, been removed by the information now before Government in the report from the Master Attendant, and in that submitted jointly by Major Shaw Stewart and the Chief Engineer of the Railway, and the Government will doubtless not fail to take such measures, on the recommendation of those gentlemen, as will be necessary effectually to secure the permanence of Cochin as an ocean port. Acting on behalf of his Company and looking

looking at the proposed extensions from their point of view, the Agent naturally sees objections which, as the Consulting Engineer shows, obviously apply with equal force to all and any extensions that do not offer an immediate and indisputable prospect of being abundantly remunerative; but the Government have to regard the question in a very different light, and considering it in its relation to the welfare of the country which

it is the object of undeterming the construction of Railways to open out to the fullest possible extent, where the condition of the people or the interests of trade demand that accommodation, the Govt. will, it is presumed, recommend the extension to Cochin in addition to those extensions to develop the Railway system of this Presidency which have been advocated to the Govt. of India in letter under date the 19th Sept 1868. No. 2968.

W. H.

W. H.

No 4364

Gort. of 1869 Madras.

PUBLIC WORKS.

To the Consulting Engrs.
for Railways

Dated

Recd

G O 26 Jan 1869 No 260

Nos. 486-487

Madras Railway Casing orders
on the letter from the Consulting
Engrs relative to the extension
of the Madras Railway Station.

c. 19 Dec 1868

No 241

To The Secretary to the
Govt. of India.

Sir,

In my letter of the
19th Sept 1868. No 2968, re-
porting on the extensions
which appeared necessary
for developing the Railway
system of this Presidency,
the Govt of India were inform-
ed that an extension of the
South West Line of the Madras
Railway to Cochin had been
proposed with a view of
securing an ocean termi-
nus, available for large
Vessels

Vessels at all seasons,
but that encroachments
of the sea having occurred
to such an extent at
that port as to appear
to endanger its existence,
the Govt were not pre-
pared to press for an
extension in that di-
rection till the doubts
they entertained of the
permanence of the har-
bour had been removed,
and that with a view
to a deliberate profession-
al opinion being obtained,
the Consulting Engineer
with the Master Atten-
dant of Madras and an
Engineer of the Madras
Railway Company had
been

been requested to investi-
gate the present circum-
stances and future pros-
pects of the port. This
those gentlemen have
now done, and the result
being to satisfy them and
the Government of the
security of Cochin as a
port, I am to state that
His Excellency in Council
has now no hesitation
in recommending the
extension to Cochin in
addition to those which
have been already ad-
vocated.

The desirability of
carrying out this exten-
sion was originally brought
under notice in 1866 by

Mr.

Mr. Smart, the then Chief
Engineer and Acting
Agent of the Company,
and the proposal having
met with the approval
of His Excellency the
Governor in Council,
the views of His Govt.
were communicated
to the Board of Directors
of the Madras Railway.
Through the Secretary of
State. Recognizing the
great advantages of ob-
taining for the ^{Western} ocean
terminus of the Railway
a safe and open port,
easily accessible at all
seasons, and believing
that the proposed extension
through

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Through the productive and
well peopled Districts of
the western Coast would
materially benefit the
traffic on their main
line, the Board, with
the concurrence of the
Secretary of State, in-
structed their Agent in
this country to make ar-
rangements for under-
taking the preparation
of the necessary surveys
and estimates, on the un-
derstanding that the cost
would be borne by Govt.
if the construction of the
line should not finally
be entrusted to the Railway
Company

Final

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Local surveys and
approximate estimates
have accordingly since
been made, from which

it appears that the line
^{with small links for a single and primary links for a main line of each mile}
will be about 60 miles

in length and probably
cost £10,500 per mile
inclusive of rolling stock.

It will traverse a rich
and populous tract of
country lying almost
entirely within the
territories of the Rajahs
of Cochin and Travancore,
from the governments
of which there is every
reason to believe that
the undertaking will
meet with the fullest

Sup.

support in consideration
of the great advantages which
it will confer upon those
States.

Leaving the trunk
line of the Madras South
West Railway at the
Puttambay Station at the
366 $\frac{3}{4}$ mile from Madras,
the proposed extension
(or more correctly branch)
will pass by the impor-
tant town of Trichoor,
and terminate at Erna-
Culum, a village situated
on the Eastern bank of
the Cochin backwater,
and almost directly op-
posite the town of Cochin.

The average population
of

of those portions of the Cochin territory through which the line will pass is stated at 484, and the average revenue Rs. 870, per square mile. The average tonnage and value of the exports and imports at the port of Cochin for the last five years is as follows:-

Exports...	Tons 99,160 -	Rs. 68,75,155.
Imports...	97,814 -	51,50,932.

From data obtained by the original promoters of the line, the following estimate of the probable returns has been

formed:-

Goods

Goods - 14,449 tons carried on an average distance of 47 miles at 18 paces per ton per mile - Rs. paces.....	54,291.
Papengers.....	Rs. 3,60,000
Specie Rs. 200,000 at 1/8 per cent }	2,500
Miscellaneous..	25,000
	<u>4,41,791</u>

Deducting 40 per cent as an ample allowance for working expenses on a line of Railway traversing a country where an inexhaustible supply of wood fuel is to be obtained at a cheap rate, there will remain Rs. 2,65,074 as the net return, or something more than four per cent on the Rs. 630,000 which the extension is calculated

to cost.

As this estimate is considerably lower than those based respectively on actual returns of two weeks traffic, and on the actual earnings of the South West line of the Madras Railway, it may, the Govt believe, be accepted as sufficiently reliable to afford every reasonable encouragement to the construction of an extension which His Excellency the Governor in Council does not doubt will not only stimulate the trade of Poohin, and create an important local

local traffic, but will bring such an increase of through traffic on the main line as will greatly improve the receipts of the South West Railway.

It will be deemed that the Agent and Manager of the Madras Railway does not take this view, and that being of opinion that the proposed extension would have a prejudicial rather than a beneficial effect on his Company's prospects, he appeals to the fact of the existence of Poohin as a harbour having been twice endangered by the encroachments of the sea,

as

as conclusively showing
that its selection as a
terminus would not be
advisable. This apprehen-
sion is however set at
rest by the reports of the
Officers who, I have above
stated, had been required
to give their opinion on
the condition of Cochin,
and on the prospect of its
continuing to be the best
port on the Coasts of
this Presidency; and
in now submitting the
accompanying report
by the Consulting Engineer
and other papers relating
to the proposed extension,
I am directed to say
that, having under
con-

Consideration such
measures as, at the
recommendation of
those Officers, they be-
lieve will effectually
secure and improve
the harbour of Cochin,
the Govt. desire to
urge the expediency
of the proposed exten-
sion as a very important
portion of the general scheme
of Railway communication
which it is necessary to com-
plete to meet the requirements
of this Presidency.

Fort Saint George
26 January 1869

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382 + 1142 = 1524
27/1/69
Recd with copy of Govt
1867 3009 of 1868 + 310 of 1869

W. H.

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Govt. of 1869 Madras.

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The Secretary to the Govt.
of India

Dated

Recd

G O 26 Jan 1869 No 241

Nos. 488

Madras Railway Papers re-
lating to the Extension of
the Madras Railway Co.
Chair, forwarded to the
Govt of India with the
opinion of the Madras
Govt thereon -