M.R.O. 1—77,005—8-6-37.

(1) Number of pages._____

(2) Date of repair._____

(3) Initials of the Referencer._____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2637 Press / Mis.

137-39

Dated 9-11 18 72

Not to be folded or roughly handled

Read the following papers :—

No. 137. From the Consulting Engineer for Railways, Madras, to the Officiating Secretary to Government, Public Works Department, Fort St. George, dated Madras, 1st June 1872, No. 272.

With reference to the instructions conveyed in the Order of Government dated the 11th ultimo, No. 1,218, I have the honour to submit for the consideration of Government two letters* which have passed between this Office and the Agent of the Madras Railway on the subject of the surveys, plans, estimates, etc., required by the Government of India in connection with the proposed railway extensions from Beypore to Calicut and from Puttamby to Cochin.

* To Agent, No. 366, dated 15th May 1872.
From Agent, ,, 354, ,, 27th ,, ,,

2. With regard to the proposed line from Beypore to Calicut, you will observe that no survey has ever been made by the Engineers of the Madras Railway, that no information regarding it is available, and that the Chief Engineer is not in a position to detach one of his staff for the purpose of making it. The Traffic Manager also states that no statistics to show the probable amount of the earnings are at present available, and that to compile them would occupy two or three months.

3. With regard to the proposed line from Puttamby to Cochin, you will observe that the Railway Authorities can give no information beyond what has already been furnished. All that is at present available is contained in the papers printed with the Proceedings of Government under date the 23rd September 1868, No. 3,009.

4. You will further observe that, without orders from his Directors, the Agent does not consider himself justified "in instructing any of the officers of the Company to devote their time and labour to the survey, etc., of lines which it is proposed shall be ultimately constructed by the State, as such duties cannot be considered to come in any way within the province of a servant of the Madras Railway Company, although the proposed railways if constructed would doubtless be valuable feeders to that Company's line." Mr. Elwin adds that he has referred the matter to his Directors by the mail of the 18th May, and he expresses a hope that no inconvenience will be experienced by the delay in sending a definite answer.

5. I have laid these letters before you, as it may perhaps be considered right to let the Government of India know that the preparation of the surveys and estimates which they require cannot be undertaken by the Madras Railway Company for several months at the soonest.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 15th May 1872, No. 366.

I have the honour to enclose, for your information, a copy of the order of Government dated the 11th instant, No. 1,218, giving cover to two letters† from the Government of India on the subject of certain proposed railway extensions,

† 24th Jan. 1872, No. 129, S.R.
4th April ,, ,, 446, S.R.

2. I request that you will be so good as to let me know, as soon as possible, whether you are able to arrange for the survey of a line between Beypore and Calicut, and the preparation of the plans and estimates required by the Government of India. With his letter* dated the 5th November 1866, Mr. Smart, when acting for you, submitted a rough estimate showing the probable cost of the line to amount to 11 lakhs of rupees; but I do not believe that any accurate survey was then made, or that the estimated rates were based on trustworthy data. The estimates now called for should provide for a line on the 5½ feet gauge, with rails weighing 60 lbs. to the yard.

* No. 540.

3. With his letter to which I have above alluded, Mr. Smart enclosed some calculations made by the Traffic Manager of the returns to be expected from the line. I request that you will ask Mr. Church to be so good as to revise those calculations with reference to the existing traffic at Beypore, and also with reference to any increase which may, in his opinion, be justly counted on, due to the extension.

4. I am not aware whether any information is available in the Chief Engineer's Office with regard to the proposed extension from Calicut to Cannanore, or with regard to the line suggested by the Government of India to connect Cannanore with the Mysore plateau. If any such information is available I shall be glad to be favoured with it; and if any statistics of the traffic to be looked for on either of these lines have at any time been compiled, I shall be greatly obliged if you will communicate them to me.

5. With reference to the proposed line between Puttamby and Cochin, a trial plan and section were sent to this Office with your letter of the 7th August 1868, No. 329. The cost of the 60¼ miles was then roughly estimated by the Chief Engineer at Rupees 87,000 per mile, or, including rolling stock, and making a liberal allowance for contingencies, at Rupees 1,05,000 per mile. I request that you will be so good as to call on the Chief Engineer to prepare the two estimates required by the Government of India, namely, of a complete railway sufficiently stocked both on the broad gauge with 60 lbs. rails, and on the metre gauge with 40 lbs. rails.

6. Besides the longitudinal sections showing the route and the profile of the country, with which you have already furnished me, you will observe that the Government of India call for an index map, which I beg may be prepared.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th May 1872, No. 354.

With reference to your letter No. 366 of the 15th instant, with which was forwarded a copy of Government Order No. 1,218, dated the 11th idem, I have the honour to inform you that in a communication† which I have received from the Chief Engineer he states that his staff of Engineers is now reduced to the lowest limits consistent with the efficient supervision of the works under his charge, and that he is not therefore in a position to arrange for the survey of a line of railway from Beypore to Calicut.

† No. 240, 23rd May 1872.

2. Mr. Anderson adds that no survey of this line has ever been made by the Engineers of the Madras Railway, and that he is not in a position to submit any information regarding it, or the proposed extension to Cannanore, etc.

3. With reference to the proposed line between Puttamby and Cochin, all the information which I can at present command was communicated to your Office with my letter No. 329 of the 7th of August 1868.

4. I have also received from the Traffic Manager a letter‡ in reply to my inquiry regarding the statistics of the probable amount of traffic to be expected from the lines contemplated,

‡ No. C-293-229, 27th May 1872.

5. Mr. Church writes as follows:—

"The character of the traffic into Beypore has changed so much since 1869 that I should hesitate to express any opinion on its value without carefully analysing the tonnage, and this will probably occupy two or three months."

6. I have made these preliminary inquiries in order to ascertain how far we are at the present time in a position to comply with the wishes of Government, but I have at the same time the honour to point out that without the orders of my Board I should be quite unjustified in instructing any of the officers of the Company to devote their time and labour to the survey, etc., of lines which it is proposed shall be ultimately constructed by the State, as such duties cannot be considered to come in any way within the province of a servant of the Madras Railway Company, although the proposed railways if constructed would doubtless be valuable feeders to that Company's line.

7. Personally I shall be most happy to do what may be in my power to meet the wishes of the Government, and I trust that no inconvenience may be experienced by my postponing a definite reply to your letter until I receive a reply from my Directors to whom I referred the question by the mail of the 18th instant.

8. I have the honour to forward herewith the index map asked for in paragraph 6 of your letter.

Endorsement of the Acting Deputy-Consulting Engineer for Railways, dated Madras, 22nd August 1872, No. 439.

No. 138. From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th August 1872, No. 600.

With reference to my letter No. 354 of the 27th of May last, and to G. O. No. 1,218, dated the 11th idem, I have the honour to enclose for submission to His Excellency the Governor in Council a copy of paragraph 16 of a letter from the Secretary, No. 495, dated the 19th ultimo, in which the views of my Directors are communicated with regard to the suggestion that the surveys and estimates of the proposed extensions from Beypore to Calicut and Puttamby to Cochin should be made by this Company's Engineers.

Extract from a letter from the Secretary, Madras Railway Company, No. 495, *dated London, the* 19*th July* 1872.

Paragraph 16. Referring to paragraph 4 of 1,002, also paragraphs 2 and 3 and 68 to 73 of 1,004, I am directed to convey to you the Board's approval of your having consented to the appointment of Mr. Beresford Anderson as a Member of the Committees therein referred to, and of the reply which you addressed to the Government on the occasion of their asking for detailed surveys and estimates of the proposed extensions from Beypore to Calicut, and Puttamby to Cochin. The Board agree with you in the desire to give every possible assistance towards the prosecution of these works, as they consider them likely to be of advantage to the Company's interests; but as the surveys cannot be undertaken by the existing engineering staff, they would involve a considerable expense which ought not to be charged against the Company, and a demand upon Mr. Anderson's time and attention which he could not comply with except by a sacrifice of other important duties. The Board would, however,

As to Mr. Anderson's appointment as Member of Committees and application from Government for surveys and estimates of proposed new lines.

not object to Mr. Anderson giving a general superintendence of the surveys if they were carried out in other respects without expense to the Company.

(True Extract.)

(Signed) R. B. ELWIN,
Agent and Manager.

SUBMITTED for the information of Government, in continuation of this Office letter No. 272, dated 1st June 1872.

(Signed) R. THOMPSON, Captain, R.E.,
Ag. Deputy-Consulting Engineer for Railways.

No. 139. ORDER THEREON, 9th November 1872, No. 2,637.

RAILWAY, No. 32.

ORDERED that the Government of India be addressed on the subject.

(Here enter No. 2,638, dated 9th November 1872.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantleman.

PUBLIC WORKS DEPARTMENT,
No. 140. OOTACAMUND, 9*th November* 1872.

No. 2,638.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 33.

SIR,—I am directed to state for the information of His Excellency the Governor-General in Council that your letters No. 120-S.R. of 24th January, and No. 446-S.R. of 4th April, have been referred to the Consulting Engineer for Railways in order that, as therein suggested, full details of the proposed lines of railway extension from Beypore to Calicut, and from Puttamby to Cochin, might be collected through the agency of the Madras Railway Staff. It will be seen from the correspondence herewith submitted that the existing engineering staff of that line cannot undertake the surveys, plans, and estimates required, and that they would involve a greater expense and demand on the Chief Engineer's time than the Board of Directors will sanction.

2. The only information available therefore as to those lines has already been given in former communications. And it may be thus abstracted:—

Cost of Railway from Beypore to Calicut.

In a letter from the Acting Agent of the Madras Railway, printed with G. O. No. 382 of 7th February 1867, the estimate for extension from Beypore to Calicut is thus set down, namely:—

	RS.
Beypore River Bridge	3,35,200
Kalai do. do.	66,000
Seven miles of line, at Rupees 60,000	4,20,000
Terminal Station	2,60,000
Total...	10,81,200

the anticipated returns being only 1½ per cent. on such outlay, and the conclusion arrived at by the Agent that "the success of a line north of Beypore would be contingent on extension to Cannanore."

Cost of Railway from Puttamby to Cochin.

In letters printed with G. O. No. 3,009 of 23rd September 1868, the probable cost of a railway 60 miles in length between Puttamby and Ernacollum, near Cochin, was estimated from a careful trial survey at Rupees 1,05,000 per mile. Total Rupees 63,00,000. As against Rupees 45,50,000 roughly estimated as the probable cost of the same length of line taken off from Shoranur station, and utilizing the bridge expressly built there by the Cochin Government, to facilitate railway extension (see correspondence with G. O. No. 1,142 of 13th April 1867). The final result of the investigations made being a declaration by the Agent of the Madras Railway, in letter printed with G. O. No. 240 of 26th January 1869, that "there can be no doubt that any extension of the South-West Line, either from

Shoranur or Puttamby towards Cochin, would have a damaging effect upon that portion of the line between the junction and existing terminus, Beypore."

3. Under these circumstances, His Excellency the Governor in Council is, I am instructed to say, of opinion that if the Government of India require more precise information it will be necessary to employ special agency for the purpose of procuring it at the expense of the State.

4. I am to state that the Governor in Council does not recommend that this expense should be incurred at present. From reports and surveys which are now before them, and which are sufficiently complete to admit of fairly reliable conclusions, the Government have reason to believe that efficient water-communication may be opened between Cochin and Tiroor, a station on the Madras Railway 27½ miles west of Shoranur, for less than a lakh of rupees. This communication may be extended to Calicut for a further sum of Rupees 40,000. For an aggregate sum of less than 30 lakhs water-communication may be secured between Cochin and Mangalore, a total distance of 148 miles. The Government purpose placing this work under a special range officer, and pending the completion of the surveys and estimates they recommend that the scheme of railway extension to Cochin and Calicut should remain in abeyance.

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

Colonel, R. E.,
Secretary to Government.

Exd. F. R. Bantleman.

No. 334

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 27th May 186

From

Robert D. Elwin Esqr

Agent and Manager. M. R. Co.

To

Lt Col. J. Hall. Shaw Stewart, &c

Consulting Engineer for Railways.

Sir,

With reference to your letter No. 366 of the 15th instant with which was forwarded a copy of Government Order No. 1218 dated the 11 idem, I have the honour to inform you that in a communication which I have received from the Chief Engineer he states that his staff of Engineers is now reduced to the lowest limits consistent with the efficient supervision of the works under his charge and that he is not therefore in a position to arrange for the survey of a line of Railway from Beypore to Calicut.

2. Mr Anderson adds that no survey of this line has ever been made by the Engineers of the Madras Railway and that he is not in a position to submit any information regarding it, or the proposed extension to Cannanore &c.

3. With reference to the proposed line between Puttamby and Cochin all the information which I can at present

No 240-23
dated 1872

command was communicated to your Office with my letter of the 4th of August 1868.

4. I have also received from the Traffic Manager a letter in reply to my inquiry regarding the Statistics of the probable amount of Traffic to be expected from the lines contemplated.

x No C/298/229 27th May 1872

5. Mr Church writes as follows:—

"The character of the traffic into
"Bengal has changed so much since 1869
"that I should hesitate to express any
"opinion on its value without carefully
"analysing the tonnage, and this will
"probably occupy 2 or 3 months."

6. I have made these preliminary inquiries in order to ascertain how far we are at the present time in a position to comply with the wishes of Government, but I have at the same time the honour to point out that without the orders of my Board I should be quite unjustified in instructing any of the Officers of the Company to devote their time and labour to the survey &c of lines which it is proposed shall be ultimately constructed by the State, as such duties cannot be considered to come in any way within the province of a servant of the Madras Railway Company, although the proposed Railways if constructed would doubtless be valuable feeders to that Company's line.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 186

Recd.

No.

7. Personally I shall be most happy to do what may be in my power to meet the wishes of the Government, and I trust that no inconvenience may be experienced by my postponing a definite reply to your letter until I receive a reply from my Directors to whom I referred the question by the mail of the 18th instant.

8. I have the honour to forward herewith the Index Map asked for in paragraph 6 of your letter.

I have the honour to be
Sir
Your most obedient Servant

Agent and Manager

Railway Depte

No 366.

Cons: Engineer's Offi

To

The Agent and Manager
Madras Railway Company.

Sirs

I have the honour to enclose for your information a copy of the orders of Government dated the 11th instant, No 1218 giving leave to two Native Officers from the Government of India on the subject of certain proposed Railway extensions.

2. I request that you will be so good as to let me know as soon as possible, whether you are able to arrange for the survey of a line between Beypore and Calicut, and the preparation of the Plans and estimates required by the Government of India.

With his

Letter dated the 5th November 1866. Alty

I must, when acting for you, submit a rough estimate showing the probable

x 24 January 1872 No 129 P.R. 4 April 1872 No 446 P.R.

* No 540.

22383

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 27 May 1872.

Recd. 28.

No. 354

Regarding the proposed extensions & lines in connection with the Madras Railway

P.W. 2745/72.

cost of the line to amount to 11 lacs of Rupees; but I do not believe that any accurate survey was then made, or that the estimated rates were based on trustworthy data. The estimates now called for should provide for a line on the 5½ feet gauge, with rails weighing 60 ~~lbs~~ to the yard.

3. With his letter to which I have above alluded, Mr Smart enclosed some calculations made by the Traffic Managers of the returns to be expected from the line. I request that you will ask Mr Church to be so good as to revise those calculations with reference to the existing traffic at Beypore, and also with reference to any increase which may in his opinion be justly counted on, due to the extension.

4. I am not aware whether any information is available in the Chief Engineer's Office with regard to the proposed extension from Calicut to Cannanore, or with regard to the line suggested by the Government of India to connect Cannanore with the Mysore plateau. If any such information is available I shall be glad to be favoured with it; and if any statistics of the traffic to be looked for on either of these lines have at any time been compiled, I shall be greatly obliged if you will communicate them to me.

With reference to the

proposed line between Puttamby and Cochin, a trial plan and section were sent to this office with your letter of the 7th August 1868, No 329. The cost of the 60½ miles was then roughly estimated by the Chief Engineer at Rupees 8,000 per mile; or, including rolling stock, and making a liberal allowance for contingencies, at Rupees 1,05,000 per mile. I request that you will be so good as to call on the Chief Engineer to prepare the two estimates required by the Government of India, namely, of a complete railway sufficiently stocked both on the broad gauge with 60 lbs rails, and on the metre gauge with 40 lbs rails

6. Besides the longitudinal sections showing the route and the profile of the country, with which you have already furnished me, you will observe that the Government of India call for an index map, which I beg may be prepared.

I have &c.

Madras
15th May
1872

(Signed) J. H. M. Shaw Stewart Lieut R.E.
Cons: Engr for Ry

(True copy)

M Shaw Stewart
Lieut Coll R.E.

Cons: Engr for Railways

Railway Depart

Como: Congrés Offic

No. 272.

From,

Lieut Colonel J. H. Michael Stewart R.E.
Superintending Engineer for Railways
Madras.

To,

Colonel G. W. Walker R.E.
Offg: Secretary to Government
Public Works Department
Fort St. George.

Sir,

With reference to the
enclosure conveyed in the order
of Government dated the 11th ultimo,
No. 1218, I have the honour to sub-
mit for the consideration of Govern-
ment two letters which have passed
between this office and the Agent
of the Madras Railway on the subject
of the surveys, plans, estimates, &c.,
required

* To Agent. No. 368,
7th May 1872.
From Agent No. 384,
27th May 1872.

required by the Government of India in connection with the proposed Railway communications from Beypoor to Calicut and from Puttamby to Cochin.

2 With regard to the proposed line from Beypoor to Calicut, you will observe that no survey has ever been made by the Engineers of the Madras Railway, that no information regarding it is available, and that the Chief Engineer is unable to spare any of his staff for the purpose of making it. The Beypoor Manager also states that no statistics to show the probable amount of the carriage are at present

present available, and that to compile them would occupy two or three months.

3 With regard to the proposed line from Puttamby to Cochin, you will observe that the Railway Authorities can give no information beyond what has already been furnished. All that is at present available is contained in the papers printed with the proceedings of Government under date the 23d September 1868, No. 3009.

4 You will further observe that, without orders from his Directors, the Agent does not consider himself justified in

instituting

"inobtruding any of the officers
"of the Company to devote their
"time and labour to the surveys
"&c. of lines which it is proposed
"shall be ultimately constructed
"by the State, as such duties
"cannot be considered to come in
"any way within the province of
"a servant of the Madras Railway
"Company, although the proposed
"Railways if constructed would
"doubtless be valuable feeders
"to that Company's line."

Mr Elwin adds that he has
referred the matter to his
Directors by the mail of the
18th May, and he expresses a
hope that no inconvenience will
be

be experienced by the delay
in sending a definite answer.

5. I have laid these
letters before you, as it may
perhaps be considered right
to let the Government of India
know that the preparation of
the surveys and estimates which
they require cannot be undertaken
by the Madras Railway Company
for several months at the soonest.

I have the honour to be
Sir,
Your most obedient
Humble Servt
Chas: Elgs for Railways

Madras
1st June
1852

P.W. 1872 Railways
Govt. of Govt Letter
Transp. No. 2745.
Corr: Ltr. for Rpy

To the Secretary to Govt
P. W. Department
Fort Saint George

Dated 1st June 1872.
Rect 3 June 1872.

No. 272.

Encl: 2.

Submitting
two letters for the
consideration of Govt.
on the subject of
the extension from
Beypore to Calicut.

Nos. 2637-2638-9th May 72.

No 137

No. 600

12

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 20th August 1872

From

R. D. Clerk Esqre

Agent and Manager of the Madras Ry Co

To

Lt Col. J. Hills Shaw Steward &c

Consulting Engineer for Railways.

Sir,

With reference to my letter No. 334 of the 27th of July last and to P.C. No. 1218 dated the 11th instant, I have the honour to enclose for submission to His Excellency the Governor in Council a copy of paragraph 16 of a letter from the Secretary No. 495 dated the 19th ultimo in which the views of my Directors are communicated with regard to the suggestion that the surveys and estimates of the proposed extensions from Beypore to Calicut and Puttambey to Cochin should be made by this Company's Engineers.

I have the honour to be
Sir
Your most Obedient Servant

R. D. Clerk

Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 20th August 1872

Read. 21st do

No. 4116/72

P. R. Co.

Transmitting for information
& his excellency the
Governor in Council
a copy of a Letter from the Secretary
& letter from Messrs
Rendel & Lavicy referred
to this Railway and
Extract of the Letter dated
4th ultimo from the Secretary
of State for India in Council
Extract from a letter from the Secretary
M. R. Co. No. 495 dated London the 19th July 1872

13

As to Mr Anderson's appointment as Member of Committee and application from Government for survey and estimates of proposed new lines.

Para 16. Referring to paras 4 of 1002, also paras 2 and 3 and 68 to 73 of 1004. I am directed to convey to you the Board's approval of your having consented to the appointment of Mr Rowe for Anderson as a member of the Committee therein referred to, and of the reply which you addressed to the Government on the occasion of their asking for detailed surveys and estimates of the proposed extensions from Beypore to Calicut, and Puttambey to Cochin. The Board agree with you in the desire to give every possible assistance towards the prosecution of these works, as they consider them likely to be of advantage to the Company's interests, but as the surveys cannot be undertaken by the existing Engineering staff, they would involve a considerable expense which ought not to be charged against the Company, and a demand upon Mr Anderson's time and attention which he could not comply with except by a sacrifice of other important duties. The Board would however not object to Mr Anderson giving a general superintendence of the surveys if they were carried out in other respects without expense to the Company.

(Extract)

Agent & Manager.

Wm.

No. 439

Submitted for the information of Government. in continuation of this office letter of even No. 272 dated 1st June 1872.

Copy & Extract forwarded to Chief Engineer for information.

R. H. Thompson Capt RE.

Consulting Engineer's Office,
Madras, 22nd August 1872.

Ag. Off. Consg Engr. for Railways.

To

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

P.W. 1872 Depart
Dft: 24 Oct for Govt

RAILWAY DEPARTMENT.

187 .

A. 4116.

From The Consulting Engineer
for Railways,

To The Secretary to Government,
P.W. Department.
Fort St. George.

Dated 22 } Augt 1872.
Received 24 }

Encl: 2. No. 439

Submitting
Agents letter No 600
of 20 instant with
Enclosures to Govt.

Nos 2639-2638-9 Nov/72

No 138

Letter to Govt 27 Augt/72

Rec'd No. 2637 P.W.D. 15

Rev. Wte Madras Govt.

Read the following:

From the Consulting Engr. for Rys: (M.E. No 272 of 31 June/72
do. do. — 439 of 22 Aug/72.)

Ordered that the Govt
India be addressed in the subject.

To the C. Engr. for Rys

Dated 11/11/72 Sd.

The Secretary to the Government
of India. P.W.D.

Sir 2638

I am directed to
state for the information
of His Excellency the
Governor General in
Council that your
Letter Dated 29 S.R. of
24th January, and
Dated 446 S.R. of 4th April
having been referred
to the Consulting
Engineer for Railways

in order that as thereon
suggested, full details
of the lines of Railway
extensions from Beypore
to Calicut and from
Puttanby to Cochin
might be collected
through the Agency of
the Madras Railway
Staff. It has been ascer-
tained from the
correspondence herewith
submitted that the
existing Engineering
Staff of that line can-
not possibly under-
take the Surveys,
Plans and Estimates
required, and that
they would involve

a greater expense and
demand on the Chief
Engineer's time than the
Board of Directors
will sanction.

2. The only informa-
tion available there-
fore as to those lines
has already been given
in former communi-
cations. And it may
be thus abstracted.

Cost of Railway
from Beypore to Calicut.

In a letter from the
Acting Agent of the Madras
Railway, printed with
G. O. No. 382 of 7th February
1867, the estimate for

extension from Beypore
to Calicut is thus set
down, viz:-

Beypore River Bridge - Rs 3,35,200
Kalai Do Do - " 66,000
7 miles of line at Rs 60,000 - " 4,20,000
Terminal station " 2,60,000

Total Rs 10,81,200

the anticipated returns
being only 1/2 per cent
on such outlay, and the
conclusion arrived at
by the Agent that "the
"success of a line North
"of Beypore would be
"contingent on exten-
"sion to Cannanore".

Cost of Railway from
Pattambi to Cochin.

In letters printed

with G.O. No. 3009 of 23rd
September 1868, the pro-
-bable cost of a Railway
60 miles in length between
Puttamby and Erina-
-callum, near Cochin,
was estimated from a
careful trial survey,
at Rs 1,05,000 per mile
Total Rs 63,00,000 - As
against Rs 45,50,000
roughly estimated as the
probable cost of the same
length of line taken off
from Shoranur station
and utilizing the bridge
expressly built there by
the Cochin Government
to facilitate Railway
extension. (See correspondence

with G. O. No. 1142 of 13th April 1867.) The final result of the investigations made being a declaration by the Agent of the Madras Railway, in letter printed with G. O. No. 240 of 26th January 1869, that "there "can be no doubt that "any extension of the "South West Line, either "from Shoranur or "Puttambey towards "Cochin, would have "a damaging effect "upon that portion "of the line between the "Junction and existing "terminus Beypore.

I am to say

"If the pro-
-posed Railway
from Calicut
to Cochin
formation is to
be necessary to
comply with the
urgency for the
opening of the
Railway at the
earliest date
which can be
done with
due regard
to the
interests of the
Company, it will be
necessary that
the Railway
should be carried
at present
to Beypore
which can be done
with the
least delay

3. Under these circumstances, His Excellency the Governor in Council is instructed to say, of opinion that the task of supplying the information still required should be committed to the same Agency as that with which it is proposed to execute the works if approved, viz. a State Railway Establishment to be organized and worked under the orders of the Consulting Engineer for Railways in the

Madras Presidency to admit of

4. But since recording their views as to the desirability of extending the Railway system of the southern Presidency North and South along the western Coast, fuller information relative to the existing Canals on that Coast, has been communicated to this Govt which has induced them to request that the same Agency may be permitted to investigate the question of the desirability of improving

finally to conclusions the first line under consideration to be that which will connect the water communication to be found between Cochin & Kottapuram — a distance of 148 miles. The first portion of this work under a special Engineer officer & including the completion of the Survey & Estimate is now being commenced. That the Scheme of Railway system between Cochin & Madras be carried in accordance

L. D.S

I agree in the allocation above proposed by the Secretary which I understand

the existing water communication to an extent which shall supersede the necessity of Railway extensions in the same directions.

Cost of Canals from Cochin to Calicut

5. From a Report submitted by the Supt Engineer of the 4th Division and illustrated by 6 sets of Tracings it appears that the existing water communication between

Cochin and Calicut
can be put into
an efficient state for
the following sums viz.
Siroor Railway Station,
southwards to Cochin
44 miles - Rupees
Kutai dock, near Siroor
Station, northwards
to Calicut Rupees - 37.676

Total Rs 1.21.676

6/ If these 2 sections of
Coast Canal, which
(be it remembered)
are in continuation
of an existing line
of Back Waters from
Trevandrum northwards,
a distance of about

125 miles, the following
details are given:

Southern Canal

1st Sub Division. Cochin to Kodungaloor
11 miles of natural back
- water, wide and deep,
requiring little but
definition of limits Rs.
Rupees 3.000.

2nd Sub Division. Kodungaloor to Eddalirutty
and Chelinje - 26
miles of natural
creek and backwater
partially widened
and improved requiring
to be brought to a mi-
- nimum depth of 3 feet
at Low water Rs 30,000.

3rd Sub Division. Chelinje to Ponany.
20 miles, of which,

from 12 to 15 miles are artificial canal of very insufficient width and depth, cut through a drainage level of wet cultivation, which requires protection from saltwater by side embankments, with masonry sluices. The cost of which and of widening and deepening where required is put down at Rupees 4.3,000 -

4th Sub Division. Tanany to Tirúr Railway Station 10 miles of natural backwater and creek requiring to be deepened in a few places and a wharf at Tirúr Rupees 8,000 -

Total Rs 84,000

Northern Canal.

Kuttige Lock, by Tanur Canal, crossing under Railway bridge to Tenjilly Latte, thence by Kuddalloor Ody River and creek Bo connecting the Baypore and Kalai Rivers to Calicut - 40 miles, the chief work on

which consists of im-
provements to the
Sirvoor Canal, and
its connection with
the Vengally Lake.
Total of Northern Canal
Rupees 34,676.
11¼ miles, aggregate
of both Canals, Rs
1,21,676, making
an average of Rs
1040 per mile.

7. The general des-
cription given in
pages 22 to 25 of
Mr. Robertson's Harbour
Report will enable
the Govt of India to
realize in some

measure the existing
state of the water
communication from
Sirvoor Railway Station
southwards to Cochin,
and how it is that
so small a sum of
money as Rs 84,020
could render the
whole 99 miles per-
fectly efficient for
the present means
of transit, viz cargo
and cabin boats
of less than 3 feet
draught. He speaks
of the Sirvoor backwater
as a fine deep creek

12 miles in length
with 100 feet least
width, and of the
last 16 miles from
Pallipore to Cochin
that "there is excellent
"clear sailing along
"the backwater which
"appears to require no
"improvement." So
it is with many other
portions of the natural
creeks and backwaters,
so that most of the
work to be done
will be concentra-
-ted on improve-
-ments to the artificial
part of the commu-
-nication.

8. The cost of further extension of the Northern Section of Canal from Calicut to Cannanore and Mangalore a total distance of 142 miles has also been considered by the same officer; and the result of his investigations is abstracted as follows:-

Cost of Canal extension from Calicut to Tellicherry, Cannanore, and Mangalore.

1st Section Calicut to Buddagherry. 33 miles of existing Canal, River, and backwater, to be improved. Rs 48,000

2nd Section - Buddagherry to Mahe, Tellicherry, Cannanore

and Bilipatam Backwaters.
33 miles, of which 24
are new cuts involving
heavy cutting and
tunnelling, as shown
by longitudinal sections
A. B. C. Rs 13, 84, 324.

3rd Section - Bilipatam
to Hoosdroog 41 miles
of natural commu-
-nication of good
quality, with one
mile only of artificial
cutting Rs 28,000.

4th Section - Hoosdroog
to Manzalane -
41 miles of entirely
new Canal, through

difficult country,
involving heavy
rock cuttings or
tunnels, and also
much work in
sandy soil - esti-
-mated at Rs 11,00,000
Total extension north
of Calicut, Rs 25,60,324

G.W.W.

25
m

Desp 11/11/92 with 36 enc
of Govt 26/7/1892.

No 2745 & 4116

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Secretary to Govt
for Railways
&
To The Secretary to the
Govt of India

Dated

Recd. Encl. 4

G. O. 9th Nov 1872, Nos 2637-2638.

Nos. 137 & 139 & 140

Proposed Railway Extensions
from Beypore to Calicut
and Pattambay to Cochin.

Passing orders on papers
relating to the preparation
of Surveys & Estimates for
the proposed Extensions.