M.L.O. 1—4,002—16 9-48.

(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. / B.P. No. 74-75-76 | 1497/98 | Press / Mis. |
|---|---|---|
| Dated | 5-6 | 1873. |

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

No. 74. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R. E., Secretary to Government, Public Works Department, dated Madras, 27th March 1873, No. 186 :—

I HAVE the honour to report that, in compliance with the instructions contained in the Order of Government, dated the 1st instant, No. 665, I have been in communication with the Agents of the Carnatic and Great Southern of India Railways regarding the proposed Railway from Pondicherry to Villapooram. The opinions of those gentlemen are expressed in the enclosed letters.*

* From the Agent of the Great Southern of India Railway, No. 4,982, dated 21th March 1873.
From the Agent of the Carnatic Railway, No. 84, dated 12th March 1873.

2. Taking in their order the several points mentioned in the letter from His Grace the Secretary of State, I beg to submit the following observations :—

1*st*.—It does not seem to me advisable that work upon the branch line from Pondicherry to Villapooram should be undertaken until such time as the operations on the main line are well advanced. The Government are aware that the main line has not yet been commenced, and, in my opinion, nothing would be gained by pushing on the branch in advance of the main line. Giving full weight to the fact that the Directors of the Carnatic and of the Pondicherry Railway Companies are the same, it seems to me that the want of some condition such as is above suggested will be almost certain to lead to undue competition in the labour market, with the result of enhancing the cost of both lines. Subject to some such condition I see no objection to the Pondicherry Company at once proceeding with their arrangements for the construction of the line, in accordance with the terms of their Convention with the French Government.

2*nd*.—With regard to the junction arrangements at Villapooram, the only stipulation which seems to me necessary is that the junction station should be built and worked by the Carnatic Railway staff, the rent payable by the Pondicherry Company being calculated in the same manner as at Erode and Raichore Junctions, which are worked by the Madras Railway staff, rent being paid by the Great Southern of India and the Great Indian Peninsula Companies respectively. The direction of the Pondicherry Railway, in approaching the junction station, should be subject to the approval of the Madras Government, through their Consulting Engineer.

3*rd*.—From the commencement of the negotiations it seems to have been expected by the Pondicherry Government that the land required between Villapooram and the French frontier would be provided free of cost by the British Government ; and looking to the additional traffic which the branch will be certain to throw upon the Carnatic Company's line, it seems to me that assistance to that extent may well be accorded to the undertaking. With reference to what has been observed above, it would perhaps be well that it should be understood that the land will not be handed over until, in the opinion of this Government, the works on the main line are sufficiently advanced.

4*th*.—Excepting so far as regards the custom-house arrangements between the British and French Governments, I see no reason why the Directors of the Pondi-

cherry Railway Company should not be authorized to assure the French Government "that their traffic, both passengers and goods, will be placed upon the same footing in every respect as British traffic on the Carnatic and other Railways in India and *vice versa*." I presume that the custom-house officers of the two countries will be respectively posted at the first Railway station on each side of the frontier; and so far as goods proceeding from Pondicherry to Villapooram are concerned, it seems inevitable that they must be subjected to some delay on entering British territory. Goods proceeding from Villapooram into French territory would also be liable to some detention. With these exceptions the Pondicherry traffic would be placed upon the same footing in every respect as British traffic.

3. The original enclosures in the order of Government under acknowledgment are returned.

---

From J. T. FISHER, Esq., Agent and Manager of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 12th March 1873, No. 84.

I HAVE the honour to acknowledge the receipt of your letter dated the 4th instant, No. 75, and, in reply, to submit the following observations.

2. You are doubtless aware that the original proposition for the extension of the Indian Tramway, which commenced by negotiations between the Board of that Company and the Secretary of State for India in February 1866, contemplated the extension of the line from Conjeveram to Pondicherry simply, and the draft contract which was prepared on the subject at that time is entitled "Contract between the Secretary of State for India in Council and the Indian Tramway Company, Limited, for the construction of a Railway from Arconum to Pondicherry."

3. In the draft contract referred to provision was made for the portion of the Railway lying beyond the British Territories, viz., in the French Settlement of Pondicherry, being carried out under an agreement to be entered into between that Company and the French Government to be approved by the Government of India, and in Clause VII. of a schedule attached to the said draft contract, it was provided that the land within British Territory, which would be required for the purposes of the Railway, was to be taken up by the Local Government and made over to the Company free of cost.

4. It is unnecessary to refer more particularly to the circumstances under which the extension of the tramway was agreed to be carried out by a new Company, to be called the Carnatic Company, to Cuddalore with a branch to Pondicherry instead of as originally proposed; but a reference to Lord Napier's Minute, dated June 5th, 1870, comprised in the Proceedings of Government, dated 20th September 1871, G. O. No. 2,396, shows that the carrying out of the branch to Pondicherry under an approved agreement with the French Government and in a manner best suited to the interests of Pondicherry has been recognized as a legitimate claim both by the Local Government, the Government of India, and the Secretary of State, and I think the original draft contract before referred to shows what was contemplated with reference to the provision of the land.

5. In furtherance of the negotiations for the extension of the tramway, you will probably also be aware that an arrangement was provisionally entered into between that Company and the French Government, I believe in August 1868, but owing to the change in the constitution of the Company and to other circumstances, that agreement has been in abeyance; a separate Company, entitled the Pondicherry Railway Company, comprising the same Directors as those of this Company was, however, incorporated and registered in December 1869 for the purpose of carrying out the agreement with the French Government with such modifications as the altered circumstances of the case rendered necessary, and it is in order that renewed negotiations may now be entered into with the French Government that the views of the Government of India have been sought upon the four points referred to in your letter under reply.



6. I need scarcely say more than that, in my opinion, the accession of traffic which will be brought over the Carnatic and Great Southern Railways to and from the populous town of Pondicherry will amply compensate for the value of the land to be occupied in British Territory, which being nearly, if not absolutely, all dry cultivation, is estimated to represent a sum of from £ 1,000 to £ 2,000 only in value.

7. With reference to our conversation, when I had the pleasure of meeting you at Caroongooly on the 6th instant, when the point of junction of the proposed branch with the main line was referred to, I may mention that Villapooram (Belpur) has been selected, because (1) that place is understood to be a trading centre, having intimate commercial relations with Pondicherry, and through which considerable traffic is carted to Pondicherry, and which it is expected may be secured to the Railway from that point, and (2) in order to afford equal facilities for the Pondicherry traffic to and from the south as well as the north. Although probably the traffic between Pondicherry and places north will be greater considerably than that between Pondicherry and places south, I would respectfully remind you that it will be subject to a longer mileage charge over the Carnatic Railway than if the junction is placed at Tindevanum, and will, therefore, be more profitable to the Carnatic Company.

8. It is perhaps unnecessary that I should offer any observations upon the facilities to be afforded for French traffic over British Railways; the same facilities have heretofore been enjoyed by the subjects of the French Government as by her Majesty's subjects in British India by means of the ordinary high roads, and I can conceive no reason why the same facilities should not also be extended to the railways.

9. I trust these imperfect observations may assist in enabling you to lay before His Excellency the Governor views of so favourable a nature that we may hope soon to receive the sanction of the Government to proceed with the negotiation with the French Government for the carrying out of the arrangements for the Pondicherry Branch by means of the Pondicherry Railway Company, which, though for obvious reasons, is a separate Company, yet practically is identical in interest and responsibility with this Company.

---

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Negapatam, 24th March 1873, No. 4,982.

YOUR letter No. 103 of the 4th instant. In my opinion it would be to the interest of the Carnatic Railway Company to promote the construction of a branch which would place Pondicherry in connection with their main line.

2. The particular points named in your letter I presume I am not expected to remark upon. Assuming the questions of land supply and of customs inspection satisfactorily arranged, there would be every desire on the part of the Railway Company to facilitate the passage of traffic to and from the French territory. I consider it would be more satisfactory to both Companies for the branch to be worked by the Carnatic Railway Company than by a separate Company.

3. The printed papers which you handed to me are herewith returned.

---

No. 75. ORDER THEREON, 5th June 1873, No. 1,497.

RAILWAY, No. 9.

HIS Excellency the Governor in Council agrees with the Consulting Engineer that it would be inexpedient to sanction the commencement of operations on the branch line to connect Pondicherry with the Carnatic Railway till the main line has been well advanced, and that arrangements similar to those obtaining at the Erode and Raichore Junctions on the Madras Railway would be those best adapted for the Villapooram Junction Station, the ownership and responsibility of working which should be vested in the Carnatic Railway Company. As suggested by the Consulting

*Proceedings of the Madras Government, Public Works Department, 5th June 1873.*

Engineer, the direction of approach to the main line should be subject to the approval of the Madras Government.

2. Under the circumstances stated in these papers, His Excellency the Governor in Council is disposed to concede to the Pondicherry Company the same terms as are enjoyed by existing Railways in this Presidency in regard to the acquisition of land, and there seems no reason for placing any unusual restrictions on the Company's traffic, beyond requiring compliance with customs regulations.

3. With these remarks the papers will be forwarded to the Government of India.

(Here enter No. 1,498, dated 5th June 1873.)

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

Carnatic Railway Company, Limited,

AGENT'S AND MANAGER'S OFFICE,

MADRAS, 12th March 1873

No. 84

From

I. I. Fisher Esqr.
Agent & Manager.
Carnatic Railway Co.

To

Lieut-Col I.H.M. Shaw Stewart. R.E
Cons: Engineer for Railways.

Sir,

I have the honor to acknowledge the receipt of your letter dated the 4th Instant No. 75. and in reply to submit the following observations.

2. You are doubtless aware that the original proposition for the extension of the Indian Tramway which commenced by negociations between the Board of that Co. and the Secretary of State for India in February 1866, contemplated the extension of the line from Conjeveram to Pondicherry simply. and the Draft Contract which was prepared on the subject at that time is entitled "Contract between "the Secretary of State for India in Council and "the Indian Tramway Co. Limited for the construction of a Railway from Arconum to Pondicherry.

3. In the draft contract referred to, provision was made for the portion of the Railway lying beyond the British Territories, namely in the French settlement of Pondicherry being carried out under an agreement to be entered into between that Co. and the French Govt. to be approved by the Govt. of India, and in clause VII of a Schedule attached to the said draft contract, it was provided that the land within

Brit-h

British Territory which would be required for the purposes of the Railway, was to be taken up by the Local Govt and made over to the Co free of cost..

4. It is unnecessary to refer more particularly to the circumstances under which the extension of the Tramway was agreed to be carried out by a new Company to be called the Carnatic Co to Cuddalore with a Branch to Pondicherry instead of as originally proposed, but a reference to Lord Napiers minute dated June 5. 1870. comprised in the proceedings of Govt dated 20 September 1871. G.O. No 2396. shows that the carrying out of the Branch to Pondicherry under an approved agreement with the French Govt and in a manner best suited to the interests of Pondicherry, has been recognized as a legitimate claim both by the local Govt, the Govt of India, and the Secretary of State and I think the original draft contract before referred to shews what was contemplated with reference to the provision of the Land..

5. In furtherence of the negociations for the extension of the Tramway, you will probably also be aware, that an arrangement was provisionally entered into between that Co and the French Govt, I believe in Augt 1868, but owing to the change in the constitution of the Co & to other circumstances, that agreement has been in abeyance. a separate Co entitled the Pondicherry Railway Co comprising the same Directors as those of this Co, was however incorporated and Registered in Decr 1869. for the

purpose

purpose of carrying out the agreement with the French Govt. with such modifications as the altered circumstances of the case rendered necessary, and it is in order that renewed negotiations may now be entered into with the French Govt. that the views of the Govt. of India have been sought upon the four points referred to in your letter under reply.

6. I need scarcely say more than that in my opinion, the accession of traffic which will be brought over the Carnatic F.G.S. Railways to and from the populous town of Pondicherry, will amply compensate for the value of the land to be occupied in British Territory, which being nearly, if not absolutely, all dry cultivation, is estimated to represent a sum of from £1000. to £2000-only in value.

7. With reference to our conversation when I had the pleasure of meeting you at Caroongody on the 6 Inst. when the point of junction of the proposed Branch with the main line was referred to. I may mention that Villapooram (Belpur) has been selected because (1) that place is understood to be a trading centre, having intimate commercial relations with Pondicherry and thro' which considerable traffic is carted to Pondicherry and which it is expected may be secured to the Railway from that point, and (2) in order to afford equal facilities for the Pondicherry traffic to and from the South, as well as the North. Altho' probably the traffic between Pondicherry and places north, will be greater considerably than that between Pondicherry & places South, I would

respectfully

respectfully remind you that it will be subject to a longer mileage Charge over the Carnatic Ry: than if the junction is placed at Tindevanum and will therefore be more profitable to the Carnatic Coy.

8. It is perhaps unnecessary that I should offer any observations upon the facilities to be afforded for French Traffic over British Rail-ways, the same facilities have heretofore been enjoyed by the subjects of the French Govt. as by Her Majesty's subjects in British India by means of the ordinary high roads, and I can conceive no reason why the same facilities should not also be extended to the Railways.

9. I trust these imperfect observations may assist in enabling you to lay before H.E. the Governor, views of so favorable a nature that we may hope soon to receive the sanction of the Govt. to proceed with the negociation with the French Govt. for the carrying out of the arrange-ments for the Pondicherry Branch, by means of the Pondicherry Railway Coy. which, tho' for obvious reasons is a separate Co., yet practically is identical in interest and responsibility with this Coy..

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

Jas. T. Fisher
Agent & Manager.

No. 4982

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, March 24th 1873.

From

THE AGENT,

*Great Southern of India Railway,*

To

The Consulting Engineer
for Railways
Madras.

SIR,

Your letter No. 103 of the 4th Inst.

In my opinion it would be to the interest of the Carnatic Railway Company to promote the construction of a branch which would place Pondicherry in connection with their main line

The particular points named in your letter I presume I am not expected to remark upon. Assuming the questions of land supply and of customs inspection satisfactorily arranged, there would be every desire on the part of the Railway Company to facilitate the passage of traffic to and from the French territory. I consider it would

From
The Agent & Chairman
Carnatic Railway Co
To The Chief Engineer
for Railways
Dated 12th March 1873
Rec'd 13th " "
No 84.

Regarding the Pondicherry
Cross Railway &c

would be more satisfactorily to both
Companies for the branch to be
worked by the Canadian Railway
Company, than by a separate
Company.

The printed papers which you
handed to me are herewith returned

I have the honor to be
Sir
Your most obdt Servant

William Pettes

Agent

No.

GREAT SOUTHERN OF INDIA RAILW

AGENT'S OFFICE,

NEGAPATAM, _____ 18

From

THE AGENT,

To *Great Southern of India Railway,*

SIR,

Dated 24th Dec. 26. Rec'd 28th

P.W. 2017/92.

Requesting the favour of Copies of Correspondence relative to the Pondicherry Railway

Views of the Engineering Officers on the Railways

Agent G.S. of I. Railways No. 4082-2

" Ry. Railways - No. 84 - 1892

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 186

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
*Consulting Engineer for Railways,*

To

COLONEL G. W. WALKER, R.E.,
*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

I have the honour to request that, in compliance with the instructions contained in the order of Government dated the 1st instant, No. 665, I have been in communication with the Agents of the Carnatic and Great Southern of India Railways regarding the proposed railway from Pondicherry to Villupooram. The opinions of those gentlemen are expressed in the enclosed[x] letters.

2. Acting in their order the several points mentioned in the letter from

Esq.

His Grace the Secretary of State, I beg to submit the following observations.

First ——— It does not seem to me advisable that work upon the branch line from Pondicherry to Villapooram should be undertaken until such time as the operations on the main line are well advanced. The Government are aware that the main line has not yet been commenced; and in my opinion nothing would be gained by pushing on the branch in advance of the main line. Giving full weight to the fact that the Directors of the Carnatic and of the Pondicherry Railway Companies are the same, it seems to me that the want of some condition such as is above suggested will be almost certain to lead to undue competition in the labour market, with the result of enhancing the cost of both lines. Subject to some such condition, I see no objection to the Pondicherry Company at once proceeding with their arrangements for the construction of the line, in accordance with the terms of their convention with the French Government.

Second ——— With regard to the junction arrangements at Villapooram, the only stipulation which seems to me necessary is that the junction station should be built and worked by the Co aforesaid Railway Staff, the rent payable by the Pondicherry Company being calculated in the same manner as Erode and Raichore junctions, which are worked by the Madras Railway Staff, rent being paid by the Great Southern of India and the Great Indian Peninsula Companies respectively. The direction of the Pondicherry Railway in approaching the junction station, should be subject to the approval of the Madras Government through their Consulting Engineer.

Third ——— From the commencement of

of the negotiations it seems to have been expected by the Pondicherry Government that the land required between Villupooram and the French frontier would be provided free of cost by the British Government, and looking to the additional traffic which the Railway will be certain to throw upon the Carnatic Company's line, there seems to me that assistance to that extent may well be accorded to the undertaking. With reference to what has been observed above, it would perhaps be well that it should be understood that the land will not be handed over until, in the opinion of the French Government, the works on the main line are sufficiently advanced.

Fourth. Excepting so far as regards the custom house arrangements between the British and French Governments, I see no reason why the Directors of the Pondicherry Railway Company should not be authorised to assure the French Government that "their traffic, both passengers and goods will "be placed upon the same footing in every "respect as British traffic on the Carnatic "and other railways in India, and vice "versâ". I presume that the custom-house officers of the two countries will be respectively posted at the first railway station on each side of the frontier; and so far as goods proceeding from Pondicherry to Villupooram are concerned, it seems inevitable that they must be subjected to some delay on entering British territory. Goods proceeding from Villupooram into French territory would also be liable to some detention. With these exceptions the Pondicherry traffic would be placed upon the same footing in every respect as British traffic.

The

2 Inclosures. The original enclosures
in the Orders of Government under
acknowledgment are returned.

I have the honour to be
Sir
Your most obedient servant
Lieutenant Lieut Col. R.E.
Madras P.
24 March 1873. for Engineer for Railways

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

Dated 25th March 1873.
Recd. 28th ditto.

No. 186.

Railway Department.
1873
From
No. 2617.
The Consulting Engineer
for Railways,

P.W. 18/3 Vol. for Govt
Ry 1873 March 13 Pages 25-26

No 1497 R.B.D.

Proceedings of the Board of
Read the following

From

The Consulting Engineer
for Railways

H.E. dated 27th March 1873

His Excellency the
Governor in Council
agrees with the Consulting
Engineer that it would
be inexpedient to sanction
the commencement of
operations on the branch
line to connect Pondi-
cherry with the Carnatic
Railway till the main
line has been well
advanced, and that
arrangements similar
to those obtaining at
the Arcade and Raichore
Junctions on the Madras
Railway would be
those

W.R.
J.D.L.

those best adapted for the Villupuram Junction Station, the ownership and responsibility of working which should be vested in the Carnatic Railway Company. As suggested by the Consulting Engineer the direction of approach to the Main line should be subject to the approval of the Madras Government.

Under the circumstances stated in these papers His Excellency the Governor in Council is disposed to concede to the Pondicherry Company the same terms as are enjoyed by Existing Railways in this Presidency in regard to the acquisition

No. The Consulg: Engr for Railways
Supr 12/6/73

of land, and there seems no reason for placing any unusual restrictions on the Company's traffic, beyond requiring compliance with Customs regulations.

With these remarks the papers will be forwarded to the Govt of India.

No. 1498 dy.

To. The Secty: to the Govt of India.

Sir. I am directed to forward a copy of the Proceedings of the No. containing an expression of the views of His Excellency the Governor in Council on the several points remitted for consideration in the Despatch of the

the Rt. Hon: the Secretary
of State which formed
the accompaniment to
your letter of the 11th
February 1873 No 239 G.R.

Gmm

I should add
"The special terms
to be settled that
it is to be upon that
that we have in dem-
stance the evidence
& exhibit & annul
-ment of the Canadian
S. F. of Line, & that
hired Vessels not
from the Line of the
amalgamated Co.
to Pondicherry should
be entrusted to a
different Co. This it
would seem to be just
on Lady for the Remedy
just to enable dis-able
in hired letters
land required for the
Line to the amalgamated
Co. under the
British flag to

Dupes 12/6/73 with 30
Copies of 1497 – 12/6/73

make suitable land
to the Pondicherry
Co. and there are
strong advantages,
economical & political,
in having the land
entrusted to the
existing English Co.

L D S

№ 2017 ☆

Govt. of {1873} Madras.

PUBLIC WORKS.

To The Consulting Engr for Railways and The Secretary to the Govt of India

Dated

Read.

Encl. 4

G. O. 5th Decr. N. 1497-1498.

Nos. 74-75 & 76

Proposed Railway from Pondicherry to Villupooram.

Forwarding orders on letters from the Consulting Engr. reporting on the subject of the construction of the Proposed Railway.

Forwards copy of Report on the subject of the construction of the proposed Railway.

C. and for the
Illustrated British Lib.