Archives I—10,006—16-8-77.

(1) Number of pages 56.

(2) Date of repair 4.12.86.

(3) Initials of the Referencer Lava

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No. 1557 Jss W Press.
B.P. No. Mis.

Dated 3.7.1880. ~~197~~.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

3rd July 1880, No. 1,557 W.

Buildings and Roads.
Civil Works.

Read the following papers:—

No. 11. Endorsement of the Acting Chief Secretary to Government, Judicial Department, dated Fort St. George, 12th January 1880, No. 39.

From the Honorary Secretary to the Wynaad Planters' Association, to the Chief Secretary to Government, Fort St. George, dated South Wynaad, 8th January 1880.

I HAVE the honor, by direction of the Committee of this Association and at the request of the Committees of the kindred Associations who have signed the memorial through their representatives, to forward to His Grace the Governor in Council the united memorial of the Nilgiri Association, the North Wynaad Planters' Association, and the Wynaad Planters' Association, to His Excellency the Viceroy of India, praying for the construction of a harbour at Beypore and the extension of the railway from that Port to Mysore *viâ* the Wynaad.

2. I have to request that this memorial may be forwarded to His Excellency the Viceroy of India with such remarks as may seem fit to His Grace the Governor in Council.

TRANSFERRED to the Public Works Department for disposal

(Signed) C. G. MASTER,
Acting Chief Secretary.

From Major-General J. S. TREVOR, R.E., Officiating Secretary to the Government of India, Public Works Department, (Civil Works—Miscellaneous,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 4th March 1880, No. 98 M.

I AM directed to acknowledge the receipt of your letter, No. 167 W., dated 21st January 1880, forwarding a memorial to the Viceroy from the several Associations of planters in the Wynaad and Nilgiri Districts regarding a protected harbour on the Malabar Coast and the development of the country by railway communication.

2. The Government of India will be glad to be favored with an expression of opinion as to the desirability of making a protected harbour at Beypore.

3. As regards railway communication, the line which would apparently benefit the Wynaad Districts most would run from Beypore to Mysore. This would probably run up the Beypore river and one of its tributaries till it reached the watershed of the Wynaad at Lakkidi redoubt; it would then run down one of the feeders of the Cubbany river and keep along the valley of that river till near Mysore, when it would branch off towards the left to that city. The whole length would be about 140 miles, of which about 55 miles would be in Mysore territory.

4. Such a line would open out the Wynaad throughout its whole length and would undoubtedly be most useful to that province; it would, however, be most expensive, owing to the difficulties of the country traversed.

5. The Government of India is well aware that the trade prospects of these districts are very promising, and that if provided with railway communication and a fair harbour on the Western Coast the resources would be rapidly and largely developed; but looking to the difficulties of the country to be traversed, the question arises whether the time has yet come when such a railway can be classed as a Provincial Productive Work, and which would within a reasonable time bring in a fair return for the money sunk in its construction.

6. I am to request that His Grace the Governor of Madras in Council will favor the Government of India with an opinion regarding the financial prospects of such a line, and to ask if any surveys of the indicated line of country have ever been made in sufficient detail to allow of a reasonably approximate estimate of the cost of a railway along it to be drawn.

NOTE.

No. 79.

ADVERTING to the letter from the Government of India, No. 98 M., dated 4th March 1880, the undersigned has the honor to state that, so far as he is aware, no surveys of the line of country between Beypore and Mysore, indicated by the Government of India, have been made in sufficient detail to allow of framing a reasonably approximate estimate of the cost of constructing a railway.

2. A considerable part of the line indicated passes through country of exceptional difficulty, and it is submitted that a survey is necessary before the route could be even approximately fixed.

3. The undersigned is not aware what traffic statistics of the country traversed are available; but, with even trustworthy statistics, it would be difficult to offer an opinion regarding the financial prospects of a railway, until the line had been determined and an approximate estimate of the cost framed.

4. Speaking generally, from a limited knowledge of the country traversed, the undersigned is of opinion that a line of railway on the metre gauge between Beypore and Mysore would, in course of time, yield a fair return on the outlay. It must however be borne in mind that such a line would be able to compete at great advantage with the Madras Railway, a guaranteed line which has never yet earned its dividend.

5. Taking the town of Seringapatam as a large traffic centre for the south-west of the Mysore territory, its distance from the coast at Madras by the railway now under construction and the Madras Railway is 296 miles, while its distance from the Coast at Beypore, by the suggested line, would be about 150 miles.

6. The undersigned is of opinion that such a line as that now proposed would deprive the Madras Railway of a considerable amount of traffic. In dealing with the proposal, due weight must be allowed to this consideration.

MADRAS, 2nd April 1880. (Signed) J. SHAW-STEWART, Col., R.E., Consulting Engineer for Railways.

To the Secretary to Government, Public Works Department, with papers returned.

No. 11-A. From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 5th May 1880, No. 3,512.

I HAVE the honor to return the papers relating to the harbour at Beypore, and respectfully submit the following remarks thereon.

2. I do not consider that anything beyond a boat harbour is possible at Beypore, owing to the shallow condition of the sea in its immediate neighbourhood. For instance at one mile distance from the bar the depth on a radius having the middle of the bar for its centre is only 21 feet, while the five-fathom (30 feet) line, the nearest

safe depth for a ship to approach a harbour mouth exposed to the swell of the ocean, is three-quarters of a mile further out. The usual anchorage for ships in six fathoms is between two and three miles off the bar.

3. It is said that modern engineering can overcome all difficulties, but in this case the enormous expense that would be incurred is out of all proportion to any benefit that could possibly accrue. Let a railway bring down produce to Beypore and there will be no more difficulty in shipping it than at Calicut or Madras as it is at present, and much less than at Tuticorin, which is made a terminus of the South Indian Railway.

4. Mr. Robertson in his report* on Beypore draws attention to some other significant facts. The rocky islets at the extremity of the bar, and the fixed condition of the mouth of the backwater, suggest to him that "probably the reef extends beneath the sand of the bar," and rocks have recently been discovered and buoyed two miles from the shore near the usual anchorage. Mr. Robertson also points out that "the depth outside the bar and in its vicinity is only from 12 to 14 feet, which therefore, he continues, represents the utmost to which Beypore bar could be improved. Inside the backwater there is a hole having 30 feet of water, but its area is very small and there is no leading way into it.

* Returned per packet post.

5. Beypore offers a general resemblance to Cochin in respect of its capabilities as a harbour, though the latter is far superior, yet from the town of Cochin outward there is a mile of shallow water (18 feet) upon the outer end of which (on about three-quarters of its length) is the bar. Eighteen feet therefore, to use Mr. Robertson's figure quoted above, represents the utmost to which Cochin bar could be improved. Now 18 feet is not enough for a harbour entrance exposed to the open ocean; therefore I submit it is better to look such grave difficulties in the face, and abandon any idea of a first-class harbour at these ports. Nature has not done enough for either.

6. The question of opening up the inland communication with the sea in this Presidency is likely to receive considerable light, when all the minor ports are admitted to the benefit of the Ports Act. A few months ago Badagherry, about 20 miles south of Tellicherry, was declared a port, and, owing to some inroad facilities, it is rapidly engaging attention. Two British Indian Steam Navigation Steamers discharged 16,000 bags of grain there lately in one month. Badagherry is, as the crow flies, much nearer the Wynaad than Beypore.

7. A survey with reference to these points might be a profitable consideration. As I have before had occasion to remark, the landing and shipping facilities along the whole coast of the Presidency are on one footing that of slight discomfort and occasional insignificant delay but being generally sufficient.

No. 11-B. From Lieutenant-Colonel W. R. JOHNSON, Secretary to the Chief Commissioner of Mysore, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated Bangalore, 24th May 1880, No. 748/2,580.

IN returning the original enclosures of your letter without number, dated 19th instant, regarding the construction of a protected harbour at Beypore and of a railway thence to Mysore, I am directed to forward copy of this office letter No. 578/1,858, dated 21st ultimo, to the address of the Government of India, Foreign Department, containing an expression of the Chief Commissioner's opinion on the suggested line of railway, and more particularly of that part of it which would traverse the Mysore territory.

From Lieutenant-Colonel W. R. JOHNSON, Secretary to the Chief Commissioner of Mysore, Public Works Department, to the Secretary to the Government of India, Foreign Department, dated Bangalore, 21st April 1880, No. 578/1,858.

WITH reference to your No. 313 I. G., dated 16th March 1880, forwarding copy of a letter to the Madras Government regarding the construction of a protected harbour at Beypore and

of a railway thence through the Wynaad and the Cubbany valley to Mysore, and calling for the Chief Commissioner's opinion on the suggested line of railway and more particularly of that part of it which would traverse Mysore territory, I am directed by the Chief Commissioner to state that there can be in his opinion no doubt of the great advantages that would accrue to Wynaad from the construction of the harbour and railway proposed. One of the chief difficulties from which the planters now suffer is that of carriage which necessarily affects supplies and labor. It is not an uncommon thing when by a heavy expenditure of capital a planter has succeeded in obtaining a good crop, to see it fall off the trees and be lost owing to sufficient labor not being procurable to secure it, or if secured, for it to be damaged by having to be kept through the monsoon, owing to carriage not being procurable to take it to the coast in time to ship it to Europe.

2. The forest resources of the district that would be traversed by the railway are very great and these will be enormously increased in value by a market being opened for them on the coast and by means of carriage thereto being provided.

3. Of the probable cost of the line from the coast to the Mysore frontier, the Chief Commissioner has no means of forming an opinion.

4. As regards the portion of the line in Mysore the Chief Commissioner is clearly of opinion that if a harbour is constructed on the coast by the Government of India and a line made thence to the Mysore boundary, the Mysore State should readily consent to carry the line from the frontier to Mysore.

5. The country the line would traverse between the frontier and Mysore is at present poor and sparsely populated; portions of it, moreover, are very unhealthy. In the event, however, of the railway being constructed, it is probable that settlers would be attracted, and there are localities along the line capable of the highest degree of improvement. The forests that would be tapped near the frontier are very valuable.

6. The principal supplies of food and labor to the Wynaad are now drawn from Mysore, and the construction of a railway would no doubt greatly increase the demand, while the opening of a market on the coast within easy reach could not but have the effect of developing the industry and enterprize of the Mysore people, and of stimulating the production of such articles of Commerce as they are able to supply, thereby adding materially to their wealth and prosperity.

7. The distance from Mysore to Bawally by the road is 57½ miles and the country is certainly not more difficult than that between Bangalore and Mysore. From Bawally to Kakancottah, and probably as far as Anersuntay (about 20 miles), the line could be run along the banks of the Cubbany almost at a dead level. The bridging would be rather heavy and this portion of the country is very unhealthy. The remainder of the distance is more undulating, but it is believed that no obstacles of importance would be met with, and accepting the probable cost of the line now under construction as a guide, the cost of the work would not exceed Rs. 50,000 per mile.

No. 12. ORDER THEREON, 3rd July 1880, No. 1,557 W.

ORDERED that the Government of India be addressed.

(Here enter No. 1,558 W., dated 3rd July 1880.)

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Consulting Engineer for Railways, with copy of letter.

Exd. W. J. Lewis.
Spare Copies

19-9-98

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1880] Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated July, 3rd.

Issued

Recd. *Encl.*

G. O., 3rd July 1880, No. 1,557 W.

JULY.

Nos. 11-12.

Harbour at Beypore and the construction of a Railway from Beypore to Mysore.—Ordered that the Government of India be addressed on the subject of a protective —.

1557/58
H

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 1,558 W.

No. 13.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

SIR,—With reference to your letter, No. 98 M., of the 4th March 1880, I am directed to forward copies of the correspondence noted in the margin, and to invite attention to Mr. Robertson's remarks in regard to Beypore in his report on the harbours of the Madras Presidency.

G.O., No. 1,557 W, dated 3rd July 1880.

2. It is certain that a protected harbour cannot by any means be formed at Beypore.

3. This Government entirely concurs in the opinion expressed by Colonel Shaw-Stewart in his memorandum of the 2nd April, in respect to the formation of a railway between Beypore and Mysore.

4. Such a line must, from the nature of the district traversed, be very costly to make, and would undoubtedly injuriously affect the traffic of the Madras Railway. It is probable that for many years to come it could only be worked at a heavy loss to Government.

5. That the resources of the Wynaad would be greatly developed by a railway connected with a good harbour cannot be doubted, but the railway should be so planned as to traverse a considerable part of the district. Mr. Robertson was of opinion that any outlay [illegible] Mangalore would in time be amply repaid; adding that, "if the railway were to be ex[illegible]nded from Bangalore to Mangalore, the latter would form the natural outlet to the west for the Mysore District." So much, however, depends on the practicability of both fixing the position and deepening the water on the bar at the place, that the Government hesitate without much further and more trustworthy information than is at present at their command, to affirm the opinion thus expressed; but at the same time a short line which would serve to connect Wynaad with the Mysore Railway system, and which might, if Mr. Robertson's view turn out to be well founded, be hereafter extended to the coast at Mangalore could not, they are inclined to think, fail to be of value to the district traversed. Such a line would in no case enter into injurious competition with the Madras Railway.

6. The profit to be derived from such a line of railway would, however, be very doubtful, and it must for a good many years probably be worked at a considerable loss.

7. While expressing these opinion in reply to the questions addressed to them the Government consider it necessary to point out that there are other communications of greater urgency to be established in the Presidency, some of which would

doubtless give a directly remunerati[ve] return and are most important in view to a possible recurrence of famine pressure.

1*st*.—Communication from the Ceded Districts at or near Cuddapah to the coast at Kistnapatam, the difficult portion of which was carefully surveyed in 1878.

2*nd*.—The Bellary and Hospet line, the earthworks for which are formed and ballasted and can be now utilised for a comparatively small cost as an extension of the Bellary line, without any prejudice to its future incorporation in any western system.

3*rd*.—The line from Madura to Paumben, which the experience of the famine showed to be essential for the supply of the Dindigul portion of the district, and which would greatly develop the resources of the portion of Madura traversed, and in which, from the nature of the soil, hard roads cannot be formed. This line has been minutely surveyed.

8. These links should, in the opinion of Government, be held to precede in importance the lines suggested in Wynaad.

I have the honor to be,

Sir,

Your most obedient servant,

FORT ST. GEORGE,
3rd July 1880.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Ex'd. W. J. Lewis.
Spare Copies

8-6-43

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1880) Madras.

PUBLIC WORKS.

THE SECRETARY TO THE
GOVERNMENT OF INDIA.

Dated July, 8vo

Issued

Read. *Encl.*

G. O., 3rd July 1880, No. 1,568 W.

JULY.

No. 13.

ADDRESSING on the subject of a protective harbour at Beypore and the construction of a railway from Beypore to Mysore.

J.H.
Lear the minister
consented, please.
1557/88
6 July.
ab
S. A.W. 7/7

Ofy. No. 1557 W dated
3rd July 1880.

Communication speaks
of copy of letters; there
is only one letter, No. 578 W.
In para: 3 of General
Spencer's letter of the 4th
March 1880, No. 98 M;
allusion is made to the
Culbaay river; this should
surely be Opbaay - the
river running by the side
of Maviamtoddy - Shew
the Mr Hope, and the
plans and traces
the Ofmaal map
the trace
of the head
of the Culbaay river. 1/7 AHP

C. 19/7

WYNAAD PLANTERS
ASSOCIATION.

MELIORA SPERAMUS

1557/88
7

WYTHERY
SOUTH WYNAAD

8th July 1880

From G. L. Gage Esq
Honorary Secretary
To the Chief Secretary
Government of Madras
Madras

Sir,

I have the hon. by direction of the Committee of the Association and on the express of the Committee of the Nilgiri Association, the Committee of the Nilgiri Planters Association, and the Coorg Planters Association, to this Secretary the Viceroy of India, Simla, for the consideration of the Madras Government and the Madras Railway from the Port to Ootacamund

2. I have to express the Nilgiri Planters Association that they be granted to this Secretary the

1557/58
8

No. 39

Transcribed by the Public Works Department for disposal.

Fort St. George
12 January 1880
The Public Works Department

Yours faithfully
A. Clarke
Secretary

Transcribed from Records
Signed by Secretary Standing
Dated 12th January 1880
Public Works Department
Madras

I have the honour to be directed to acknowledge the receipt of your letter No. 16 dated 21st January 1880 forwarding a memorial to the Viceroy from the several associations of planters in the Wynaad and Nilgiri districts regarding a protected harbour on the Malabar Coast and the development of the country by railway communications.

2. The Govt of India have gladly to be favored with an expression of opinion as to the desirability of making a protected harbour at

TO BE RETURNED WITH REPLY

C. 13-1-1880

All communications should be addressed to the Secretary.

No. 98 M.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

P3
1557/38
9

Civil Works.
Miscellaneous.

To The Secy: to the Govt of Madras.
P. W. Dept.

Fort William 4th March 1880.

Sir,

I am directed to acknowledge the receipt of your letter No. 16 dated 21st January 1880 forwarding a memorial to the Viceroy from the several associations of planters in the Wynaad and Nilgiri districts regarding a protected harbour on the Malabar Coast and the development of the country by railway communications.

2. The Govt of India have gladly to be favored with an expression of opinion as to the desirability of making a protected harbour at

at Bezpur.

3. As regards Railway Communication the line which would afforently benefit the Nyanad districts most would run from Bezpur to Ayyore. The trade probably round up the Bezpur river and one of its tributaries till it reached the watershed of the Nyanad at Lockerby Redoubt, it would then run down one of the feeders of the Cathay River and keep along the valley of that river till near Ayyore where it would branch off towards the left to that city. The whole length would be about 110 miles of which about 55 miles would lie in Nyanad territory.-

4. Such a line would open out the Nyanad throughout its whole length and would undoubtedly be most useful to that province, it would however be most expensive owing to the difficulties of the country traversed.-

1557/88
10

5. The Govt: of India is well aware that the trade prospects of these districts are very promising, and that if provided with railway communication and a fair harbour on the Western Coast the resources would be rapidly and largely developed; but looking to the difficulties of the country to be traversed, the question arises whether the time has yet come when such works as railway can be classed as a Provincial Productive Work, and which would within a reasonable time bring in a fair return for the money sunk in its construction.

6. I am to regret that His Grace the Governor of Madras in Council will favor the Govt of India with an opinion regarding the financial prospects of such a line and to ask if any Surveys of the indicated line of Country have ever been made in sufficient detail to allow of a reasonably

reasonably approximate estimate of the cost of a railway along it to be drawn.-

P.W.D.
SIMLA
No.

Have the honour to be,
Sir,
Your most Obedt. Servt.
J. S. Trevor. Major Genl. R.E.
Offg. Secy. to the Govt. of India

4

TO BE RETURNED WITH REPLY

Mis. No. 1662 & 1663 W. 21-1-80.

P. W. Office,
R.C. 12-4. P. 22.4.80

No. 79

Note

1557/8
11

Adverting to the letter from the Government of India No. 98 M dated 4th March 1880 the undersigned has the honour to state that, so far as he is aware, no surveys of the line of country between Beypore and Sujawar, indicated by the Government of India, have been made in sufficient detail to allow of framing a reasonably approximate estimate of the cost of constructing a railway.

2. A considerable portion of the line indicated passes through country of open, undulating and sandy character, and as no detailed

that a survey is necessary before the funds could be even approximately fixed.

3. The undersigned is not aware what traffic statistics of the country traversed are available; but with even tolerably reliable statistics, it would be difficult to offer an opinion regarding the financial prospects of a railway, until the line had been determined, and an approximate estimate of the cost framed.

4. Speaking generally, from a limited knowledge of the country traversed, the

undersigned is of opinion that a line of railway on the precise gauge between Bezwada and Guntur would, in course of time, yield a fair return on the outlay. It must however be borne in mind that such a line would be able to compete at great advantage with the Madras Railway, a guaranteed line which has never yet earned the dividend.

5. Taking the town of Guntur as a large traffic centre for the South-West of the Nizam's territory, its distance from the coast at Madras by the railway

new routes connections and the Madras Railway; while the distance from the coast at Beypore, by the suggested line, would be about 180 miles.

6. The undersigned is of opinion that such a line as that now proposed would deprive the Madras Railway of a considerable amount of traffic. In dealing with the proposal, due weight must be allowed to this consideration.

Madras
2nd April
1880

Lieutenant Colonel R.E.
Chief Engineer for Railways.

To the Secretary to Govt.
P.W. Dept.

With reference to the proposal returned.

P.W.D.
RAILWAY
No. 2322

TO BE RETURNED WITH REPLY.

Administrative Department

1557/88
13. Madras

No. 3512. Marine Office
5th May 1880

From

J. H. Taylor Esqre Lieut R.N.R.
Master Attendant
Administrative Department
Madras

To

The Secretary to Government
Public Works Department
Fort Saint George

Sir

I have the honor to return the papers relating to the Harbour at Beypore, and respectfully submit the following remarks thereon.

2. I do not consider that anything beyond a boat harbour is possible at Beypore, owing to the shallow condition of the sea in its immediate neighbourhood. For instance at one mile distance from the bar the depth of water is only twenty one feet, while the five fathom (30 feet) line, the nearest safe depth

depth for a ship to approach a harbour mouth exposed to the swell of the ocean) is three quarters of a mile further out. The usual anchorage for ships in six fathoms is between 2 and 3 miles off the bar.

3 It is said that modern Engineering can overcome all difficulties, but in this case the enormous expense that would be incurred is out of all proportion to any benefit that could possibly accrue. Let a railway bring down produce to Beypore, and there will be no more difficulty in shipping it there or Calicut or Madras, as it is at present, and much less than at Tuticorin, which is made a terminus of the South Indian Railway.

4 Mr. Robertson in his report* on Beypore draws attention to some other significant facts. The Reefy islets at the extremity of the bar, and the gradual formation of the mouth of the Backwater, suggest

*returned for Pamban Post

suggest to him that probably the reef extends beneath the sand of the bar, and rocks have recently been discovered not long ago at two miles from the shore near the usual anchorage. Mr. Robertson also points out that the depth outside the bar and in its vicinity is only from 12 to 14 feet, which therefore he contends, represents the utmost to which Beypore bar could be improved. Inside the Backwater, there is a hole having 30 feet of water, but its area is very small, and there is no leading way into it.

5 Beypore offers a general advantage to Cochin in respect of its capabilities as a Harbour, though the latter is far superior, yet from the Sand of Cochin outward, there is a mile of shallow water (18 feet) upon the outer end of which (about three quarters of its length) is the bar. 18 feet therefore to me Mr. Robertson's figure quoted above represents the utmost

1577858/16

No. 748/2580

Mysore Chief Commissioners Office
Public Works Department

From The Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maha Rajah of Mysore

To The Secretary to the Government of Madras
Public Works Department

Dated Bangalore the 24th day 1880

Sir,

I am returning the original enclosures of your letter without date noted 19th instant, regarding the construction of a protected harbour at Beypoor and of a railway thence to Calicut, & am directed to forward, copy of this Office letter No. 578/1855 dated 2nd ultimo, to the address of the Government of India, Foreign Department, containing an expression of the Chief Commissioner's opinion on the suggested line of railway, and more particularly of that part of it which would traverse the Mysore territory.—

I have the honor to be,
Sir,
Your most Obedient Servant.

J. Wilson Lieut. Colonel
Secretary to the Chief Commissioner
for Mysore & Coorg

Recd 15.5.80 Dft 19.5.80
Ser 21.5.80 Rep 15.5.80
P.R. Sheet 20 Map.

P.W.D.
2480
No.

To
The Private Secretary
Madras.

Dated Bangalore 17th May 1880
Rept 7—4—

Sir,

Adverting to the papers relating to the proposed harbour at Beypoor and railway thence to Calicut, I am directed to forward herewith a Report and estimate of the Executive Engineer Main & Road Division Coorg, for submission to Government of India.

I have the honor to be,
Sir,
Your most obedient Servant.

TO BE RETURNED WITH REPLY.

C.E. 22.5.80

+

Fo. 2053. 10.8.96.
— 2467. 15-9-96.
— 809 5.7.2.98.
— 3328 — 16-10-89.
— 1356 Sl. 3-7-92
— 46-47. 688. 21-1-80.
— 191. 214. 8. 10. 3. 80.
— 994 Sl. 17-4-80.
Sl. 2g. 3-5-90.

Mysore Chief Commissioner's Office
Public Works Department
2180

From No.

The Secretary to the Chief Commr
for the Government of the Territories
of His Highness the Maha Rajah
of Mysore

To

The Secretary to the Govert of India
Public Works Department

Dated Bungalore the 24 April 1880

Despatched

Received

No. 748
2580 Enclosures No 2

Subject

Forwards copy of c/o. No. 578
dated 21st April 1880 to the
address of the Government of India
Foreign Department, containing an
expression of the Chief Commissioners
opinion on the suggested line of
railway from Beypoor to Mysore.

Rec'd 22-4-80. Ctd 1-7-80
Cir 10-6-80. Ctd 22-6-80
P.C. Sheet 22 June

Mysore Chief Commissioners Office
Public Works Department
Bangalore 21st April 1880

No. 578
1853

From,

The Secretary to the
Chief Commissioner of Mysore
Public Works Department

1571-33
18

To,

The Secretary to the
Government of India
Foreign Department.

Sir,

With reference to your c/o. 313 D.G.
dated 18th March 1880, forwarding a copy of
a letter to the Madras Government regarding
the Construction of a protected harbour at
Beypoor and of a railway thence through
the Wynaad and the Coimbatore Valley to
Mysore, and calling for the Chief Commis-
sioner's opinion on the suggested line of
railway and more particularly of that part
of it which would traverse Mysore territory,
I am directed by the Chief Commissioner
to state that there can be in his opinion
no doubt of the great advantages that would
accrue to Wynaad from the construction
of the harbour and railway proposed.
One of the chief difficulties from which the
Planters now suffer is that of carriage —
which necessarily effects supplies and labor.
It is not an uncommon thing when by

a heavy expenditure of capital a planter has succeeded in obtaining a good crop, to see it fall off the trees and be lost owing to sufficient labor not being procurable to secure it, or if secured, for it to be damaged by having to be kept through the monsoon, owing to carriage not being procurable to take it to the Coast in time to ship it to Europe.—

II.— The forest resources of the district that would be traversed by the Railway are very great, and these will be enormously increased in value, by a market being opened for them on the Coast and by means of carriage thereto being provided.—

III.— Of the probable cost of the line from the Coast to the Wynaad Frontier the Chief Commissioner has no means of forming an opinion.—

IV.— As regards the portion of the line in Coorg the Chief Commissioner is clearly of opinion that if a harbour is constructed on the Coast by the Government of India, and a line made thence to the Coorg boundary, the Coorg State should readily consent to carry the line from the frontier to Mercara.—

V.— The country the line would traverse between the frontier and Mercara is at present poor, and sparsely populated, portions of it

1557/86

it moreover are very unhealthy. In the event however of the Railway being constructed it is probable that settlers would be attracted and there are localities along the line capable of the highest degree of improvement. The forests that would be tapped near the frontier are very valuable.—

VI.— The principal supplies of food and labour to the Wynaad are now drawn from Mysore, and the construction of a railway would no doubt greatly increase the demand while the opening of a market on the Coast within easy reach could not but have the effect of developing the industry and enterprize of the Mysore people and of stimulating the production of such articles of commerce as they are able to supply, thereby adding materially to their wealth and prosperity.—

VII.— The distance from Mercara to Bawally by the road is 57½ Miles and the country is certainly not more difficult than that between Bangalore and Mercara. From Bawally to Kakancottah, and probably as far as Antersuntay (about 20 Miles) the line could be run along the banks of the Cubbany almost at a dead level. The bridging would be rather heavy and this portion of the country is very unhealthy. The remainder of the distance is more undulating, but it is believed that no obstacles

obstacles of importance would be met with, and accepting the probable cost of the line now under construction as a guide, the cost of the work would not exceed 50,000 Rupees per mile.—

I have the honor to be, &c.
(Signed) W. Ste. Johnson Lt. Colonel
Secretary to the Chief Commissioner
of Mysore & Coorg

True Copy.

W. Johnson Lieut. Colonel
Secretary to the Chief Commissioner
of Mysore & Coorg

Bangalore
24th May 1880

Encl
Index

No 1557 A 1880 3/2

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 3 day of June 1880

Read the following :—

From
The Govt. of India (No. No. 98 M. dated 4th March 80)
Note by the Secy. for Hys. (" 79 " 2d April)
The Master Attendant, Madras (" 3512 " 5th May)
" Secy. to the Chief Commr. Mysore (" 748/2580 " 24th ")

Ordered that the Govt. of India be addressed

(No. No. 1558 A dated 3d June 1880

To
The Secy. to the
Govt. of India
P. W. D.

Sir,

With reference to your Letter No. 98 M. of the 4th

C. E. for Gr. with copies of letter
Draft
15

March 1880, I am directed to forward copies of the correspondence noted in the margin, and to invite attention to Mr. Robertson's remarks in regard to Beypore, in his report on the harbours of the Madras Presidency.

Go. No. 21

2. It is certain that a protected harbour cannot by any means be formed at Beypore.

3. His Govt entirely concurs in the opinion expressed by Colonel Shaw Stewart in his Memorandum of the 2nd April, in respect to the formation of a railway between Beypore and Mysore.

4. Such a line must from the nature of the

1557/83

district traversed be very costly to make, and would undoubtedly injuriously affect the traffic of the Madras Railway. It is probable that for many years to come it could only be worked at a heavy loss to Government.

5. That the resources of the Wynaad would be greatly developed by a railway connected with a good harbour cannot be doubted, but the railway should be so planned as to traverse a considerable part of the district. Mr. Robertson was of opinion that any railway at Mangalore would in time be amply repaid adding that "if the

"Railway were to be extended
"from Bangalore to Mangalore
"the latter would form the
"natural outlet to the west
"for the Mysore District"
So much however depends
on the practicability of
both fixing the position
and deepening the water
on the bar at the place
that the Govt hesitate
without much further and
more trustworthy information
than is at present at their
command, to affirm the
opinion thus expressed; but
at the same time a short
line which would serve
to connect Wynaad with
the Mysore Railway
system, and which might
if Mr Roberts's views
turn out to be well founded

1857/33
22

be hereafter extended to
the coast at Mangalore
could not, they are inclined
to think, fail to be of
value to the district
traversed. Such a line
would in no case enter
into injurious competition
with the Madras Railway.

6. The profit to be derived
from such a line of
railway would however
be very doubtful, and it
must for a good many
years probably be worked
at a considerable loss.

7. While expressing these
opinions, which, in reply
to the question addressed
by Government considers
to them it is necessary
to point out that there

are other communications of greater urgency to be established in the Presidency, some of which would doubtless give a directly remunerative return and are most important in view to a possible recurrence of famine pressure.

1st Communication from the Ceded districts at or near Cuddapah to the coast at Nizampatam, the difficult portion of which was carefully surveyed in 1878.

2nd The Bellary and Kosgeti line, the earth works for which are formed and ballasted and can be worked for a comparatively small cost

as an extension of the Bellary line, without any prejudice to its future incorporation in any western system.

3rd The line from Madura to Paumben, which the experience of the famine showed to be essential for the supply of the Dindigul portion of the district, and which would greatly develop the resources of the portion of Madura traversed, and in which, from the nature of the soil, hard roads cannot be formed. This line has been minutely surveyed.

8. These links should, in the opinion of Govt., be

held to precede in importance the lines suggested in Wynaad.

S.

27

Deputy with the 1557/58
15[illegible]-60

No 1557/58

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 3rd July 1880

Read the following :—

From The Govt of India — (H.E. No 98 M. dd 4th March/80)

Note by the Consg Engr for Railways } (" — " 79 — " 23d April —)

The Master Attendant, Madras (" — 3512 — " 3rd May —)

" Secy to the Chief Commr Mysore } (" — 748/2580 — " 24th " —)

Ordered that the Govt of India be addressed

(H.E No 1558 W dd 3d July 1880)

22/6

return to Mr [illegible]
see attd. letter

To The Secy to the Govt of India P.W.D.

Sir,

With reference to your letter No 98 M of the 4th

March 1880, I am directed to forward copies of the correspondence noted in the margin, and to invite attention to Mr. Roberton's remarks in regard to Beypore, in his report on the harbours of the Madras Presidency.

G.D. No. 11 of

2. It is certain that a protected harbour cannot by any means be formed at Beypore.

3. His Govt entirely concurs in the opinion expressed by Colonel Shaw Stewart in his Memorandum of the 2nd April, in respect to the formation of a railway between Beypore and Mysore.

4. It is [illegible] that such a line would injuriously affect the traffic of the Madras Railway.

must form the nature of the District traversed be very costly to make and undoubtedly affect the traffic of

1857/153
25

It is probable that for years to come it could only be worked at a heavy loss to Government.

That the resources of Wynaad would be greatly developed by a railway connected with a good harbour cannot be doubted, but the railway should be so planned as to tap the whole fertile part of the district.

and Mr. Roberton was of opinion that any outlay at Mangalore would in time be amply repaid, adding that "if the Railway were to be extended from "Bangalore to Mangalore "the latter would form the "natural outlet to the west "for the Mysore District. "So much however depends "on the practicability of both "fixing the position and deepening "the water on the bar at the "place that the Govt hesitate

without much further and more reliable information than is at present at their command, to ~~[illegible]~~ [illegible] the opinion thus expressed; but at the same time a short line which would serve to connect Wynaad with the Mysore Railway system, and which might if Mr. Robertson's view turn out to be well founded, be hereafter extended to the coast at Mangalore could not, they are inclined to think, fail to be of value to the district traversed. Such a line would in no case enter into injurious competition with the Madras Railway, [and if not extended to the coast would be a valuable feeder to that line.]

CHE
2/8/80

The prospect to be derived from such a line of railway would however be very doubtful – and it would for a good many years probably be worked at a considerable loss.

While expressing these opinions however –

1557/58
26

in reply to the questions addressed to them – It is necessary to point out that there are other communications of greater urgency to be established in the Presidency – some of which would doubtless give a directly ~~[illegible]~~ remunerative return & are most important in view to a possible recurrence of famine pressure –

1st communication from the Ceded districts & Kurnool to the coast at [illegible]

Read T.L. Sheel 22 June

The difficult portion of which was completely surveyed in 1878

2°. The Bellary & Hospet line the earthworks for which are formed & ballasted & can be now utilized for a comparatively small cost as an extension of the Bellary line ~~[illegible]~~ ~~the~~ without any prejudice to its future incorporation in any Western ~~other~~ system -

3 - ~~from~~ The line from Madura to Paumben which the experience of the famine showed to be essential for due supply of the Dindigul portion of the district - and which would greatly develop the resources of the portion of Madura traversed - & in which from the nature of the soil - ~~[illegible]~~ hard road cannot be formed - This line has been recently surveyed.

These lines stand in the opinion of Govt to be added to in importance. The ~~[illegible]~~ lines suggested in Wynaad

155/838 27

Re 27

Ann. H. Andover

1557

20-8-1[illegible]
26-7-20[illegible]

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Govt. of (1880) Subject

PUBLIC WORKS.

To

Dated

Received

Encl.

G. O. 30/12/80, No. 1558/15

1558/2

Nos. 11-12
13

~~Instructions~~
Enclosure at Bo[illegible]more
and the construction of a
Railway from
Kempoorhe to Pharpore.
Ordered that the
Govt. be addressed
on the subject of a
Railway line.

Addressing on the
subject of a Portfolio

5/3 25/2