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Political (1898) Department.

ORDINARY MS.

G.O., No. 122

D.V. to Mr Rees 24-2-98
Note for the P.W.D. Ry Board 24-2-98
No 524

DATED 21. 2. 98

GO 411 Pol d/20.6.98

[Despatch Abstract.]

Telegraphing to the Govt that inquiries
about the Shanan Cochin Ry have not
yet been completed & that Cochin Railway
will probably submit revised proposals.

BACK PAPERS.

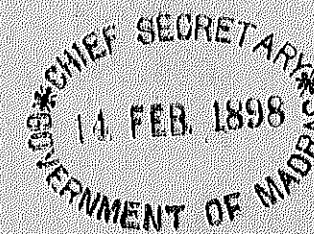
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
67/498							
8032/89							
444/89							

RAILWAY.

Government (1897) of Madras. PUBLIC WORKS.



Recd.

Regd.

1897.

Enclosures

Spare copies

G.O., No. 694 R., 20th September 1897.

SEPTEMBER.

Shoranur-Cochin Branch

Government of India letter requesting that, as soon as the re-alignment and re-vised estimates for the Calicut-Cannanore branch have been completed and the work of construction has been started, those for the — may be put in hand and the results submitted, together with the best available estimates of traffic, and that an estimate for carrying out the final location of the — may be furnished for formal sanction before the work is put in hand, communicated to the Agent, Madras Railway, for guidance.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Telegram from the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 10th August 1897, No. 24 B.

My 462, July 13. Scarcely possible send you any reliable traffic figures for Shoranur-Cochin, because have now ascertained that since 94 Cochin Government have collected none, and those of that date not in shape affording information for railway traffic estimate purpose. Agent, Madras Railway, may possibly supply some in time for conference but very unlikely that they will have much value.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 14th August 1897, No. 555 R.

With reference to your letter, No. 1074 R.E., dated 28th June 1897, and in continuation of my telegram, No. 24 B. of 10th instant, I am directed to forward copy

of a letter * and enclosures received from Agent and Manager, Madras Railway, in which he estimates that the traffic which may be anticipated on the Shoranur-Cochin Railway will give a return of 4.12 per cent. on the capital cost of the line. The Agent's figures are based on the statements given in pages 88—99 of the report and estimate submitted in 1895; no later statistics being available.

From the nature of the case it is exceedingly difficult to anticipate how much of the back-water traffic will come on to the railway, and although the anticipations of the Traffic Manager appear to be reasonable, little reliance can be placed upon the figures submitted; they are accordingly forwarded for information only, and I am to express regret that nothing better is available at present.

2. Experience of the value of anticipation based upon statistics, collected before the construction of certain other railways were commenced, make this Government hesitate to appraise those now offered at any great value. Perhaps the strongest argument in favour of the probability of the Shoranur-Cochin line proving a commercial success is the Madras Railway Company's anxiety to construct and to work it, upon the new term; an anxiety doubtless based on the expectation arising from many years of familiarity with the neighbouring country and of its trade movements that its successful working will enhance the value of their older property prior to its purchase by the State.

ENCLOSURES.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 11th August 1897, No. 9075/766.

With reference to your telegram, dated 7th July 1897, I have the honour to enclose copy of a letter from the Acting Traffic Manager and the report from the Traffic Convasser referred to therein.

Taking the information and figures in paragraphs 8, 10, 11, 12 and 13 of the Acting Traffic Manager's letter, the following result based upon the calculation at page 67 of the Officiating Chief Engineer's report of 15th October 1895 is arrived at :—

Paragraph 8.	Passengers ...	325,567
	Goods ...	158,386
		483,953
Add 50 per cent.	...	241,976
		725,929
Paragraph 11	...	25,000
		750,929
Paragraph 13	...	250,000
		1,000,929
Miles 73	...	13,711.
Receipts per mile	...	

Taking the reduced estimate of the cost of the line at Rs. 1,65,418 per mile, Rs. 13,711 gives a return of 8.24 per cent., but taking the working expenses at 50 per cent., the total anticipated net return is 4.12 per cent.

It will be noticed that although considerable trouble has been taken to obtain further statistics since the publication of those in 1895, embodied in the Officiating Chief Engineer's report, no additional figures from a more trustworthy source have been received and the estimate now formed of the probable return to be obtained for this extension may be taken as fairly reliable.

At page 88 of the Chief Engineer's report, it will be noticed that the population of the district to be served by the proposed extension is 800,36 per square mile. At page 503 of the Asylum Press Almanac, the population of the Malabar district is 474 and the Coimbatore district under 300; therefore it is probable that the figures at page 84 of the Chief Engineer's report are underestimated.

From the Acting Traffic Manager, Madras Railway, to the Acting Agent and Manager, Rayapuram, dated Madras, 9th August 1897, No. C./245-30123 A. and M.

Shoranur-Cochin Survey.

Your No. 9075/7237 of 13th ultimo.

As requested in your letter of the 13th ultimo, I beg to forward, herewith, a narrative report from the Traffic Convasser of the proposed extension of line between Trichur and Cochin, in a form similar to that upon the Shoranur-Trichur extension submitted with this office letter, No. C./245 A. and M., dated the 5th March 1895.

2. This report, I fear, contains no detailed statistics which will enable an estimate of probable receipts to be framed for comparison with the estimate based upon receipts of the open South-West line of the Madras Railway shown on pages 67 and 68 of the survey report. The Traffic Convasser has ascertained personally from the Dewan and the Resident that no actual statistics of the traffic now passing over the different routes traversed by the proposed line are in existence, and he has also been told that the special registers of traffic taken in the years 1893 and 1894 for purposes of the railway survey and embodied in pages 90 to 99 of the survey report have not been continued in later years and that, therefore, it is impossible to give more up-to-date figures.

3. The following analysis of the statements above referred to may be taken as affording a rough estimate of the prospects of traffic in support of the conclusion given at the foot of page 67 of the survey report that the gross earnings of the proposed line may fairly be expected to reach a sum at least 50 per cent. in excess of the gross earnings of the Madras Railway over the section Védanūr to Calicut.

4. The traffic recorded at Kokally (page 89 of the report) and at Carupadanah (page 90) represents the goods and passengers which have come by carts from districts around Palghat and Coimbatore and have taken the backwater at those places for transport to Ernakolam. When the new line is opened, this may fairly be expected to travel by rail *via* Shoranur, and the whole of the traffic recorded may therefore be estimated as giving a lead of 73 miles over the new line.

5. Of the traffic recorded at Ernakolam on pages 91 and 92, that leaving Ernakolam for the north and arriving at Ernakolam from the north will travel over the new line for a greater or less distance, and an average lead of half the length of the line may fairly be taken.

6. Of the traffic recorded at Muttuncherry (page 93), a certain proportion has come down by backwater from stations between Tirur and Calicut and the country north of Calicut. This traffic will travel *via* Shoranur when the new line is opened, and a third of the total traffic recorded seems a moderate proportion to be assumed.

7. Of the traffic recorded at Pattikad toll-gate and Kokally-Bandur (page 97), two-thirds at least will travel between Trichur and Shoranur.

8. A summary of these figures is appended to this letter, and they give a total of Rs. 3,25,567 for passengers and Rs. 1,58,386 for goods, making a total of Rs. 4,83,953. To these figures (judging from the Traffic Canvasser's experience of the proposed route) if a half is added for local traffic, it is probably well within the mark, making a total of Rs. 7,25,929.

9. The above figures take no account of the export and import traffic of Cochin port which, however, will form a very valuable addition.

10. Attached to the Traffic Canvasser's report are statements showing the total imports and exports into the port, but unfortunately no particulars are available of the ports of origin and destination to enable us to estimate the proportion which should go over the Madras Railway. It is known, however, that the great bulk of the grain is imported from the east coast ports, and the bulk of this should be carried over the Madras Railway and over the new line when through railway communication is established.

11. The quantity of paddy, rice and seeds from the Presidency ports is 16,000 tons for 1896-97, and taking half of that as travelling over the Madras Railway, gives an additional receipt of Rs. 25,000.

12. The other articles of import cannot be readily estimated, but it may safely be assumed that a large proportion of the Rs. 47,70,000 worth of coast-wise imports during the last official year would be rail-borne, while the bulk of the 133 lakhs of Indian produce exported from the port of Cochin would also be carried over the railway. This remark also applies to the port of Malipuram, the trade of which amounted to a further sum of 37 lakhs—*vide* Cochin Administration Report.

13. The recorded statistics of traffic printed in the survey report are stated by the Native State authorities themselves to be very incomplete, and there is little doubt that a large part of the traffic which actually passed the registering stations escaped registration. No account also has been taken of the timber traffic, a large portion of which now seeks the railway at Shoranur and Pattambi and which will be very largely increased by the facilities for transport afforded by the new line; and from these sources together, it does not appear to be extravagant to expect the addition of the 2½ lakhs required to produce an estimated minimum return of over 4 per cent. on cost of the line.

14. With regard to the alternative routes between Shalakudi and Alwey, there seems little doubt that the opinion recorded by the Resident of Travancore and Cochin that the longer route *via* Chongal Ferry and Perambalur is the most advisable is correct. It would, however, be better to carry the line into Alwey rather than turn to the south at Keelamed, as otherwise the railway will fail to tap all the water-borne traffic at Alwey.

Copy of the Traffic Canvassers's report, dated the 5th August 1897, on the Shoranur-Cochin Survey.

Ullur.—is a desam (village) in Kuttanallur amshum in Trichur sub-division. Population, 1,931, and houses 352. The amshum contains 9 villages, and the total population is 7,914 with 1,351 houses. It has got a very large Christian population and a rich church. It is situated at the 4th mile from Trichur. There are about 25 bazaars; all are small. At present the trade is, to a limited extent, but it is gradually rising for importance both in the matter of population and trade. About 6 miles to the east, begins the forest area. There is no road straight to the

forest. The traffic coming from Palghat, Pollachi, Coimbatore, Udampet, Dhārāpuram, &c., places turn at a place called Munnuthy, 2 miles east of Trichur, and pass on to Karoopadnah (a principal ferry) *via* Ullur. The distance from Ullur to Karoopadnah is about 16 miles. The statement on page 19 of the survey report shows the quantity of goods carried and the number of passengers travelled from north to south and *vice versa* for the year ending 31st March 1894.

The traffic from east, that is to be put into boats at Kokally, is taken straight on to Kokally *via* Trichur. It is the landing place of Trichur and is within the limits of the town (Trichur). It deals very much in paddy. Statement on page 89 shows the quantity of goods and the number of passengers travelling in both directions.

The paddy that is exported by water comes mainly from the Palghat taluk.

The chief produce of the place is paddy, coconuts are scarce, and there are more betelnuts than coconuts to be had in this place.

The inwards traffic are salt, iron, cloth (both Europe and country) and sundries from Trichur. All forest produce is at present taken to Trichur, as there are no proper roads.

Pudukud.—It is a village called Thoravankarai in Pudukad amshum, with 18 other villages. The population and habitation of Thoravankarai are 2,083 and 834, respectively. The total population and habitation of the whole amshum are 10,182 and 1,940, respectively. All the villages or hamlets are within a radius of 5 or 6 miles around. There are about 20 bazaars in all. It is 8 miles from Trichur and 4 miles from Ullur, on roadway between Trichur and Shalakudi. It is on the bank of the river Kurumaly. There are no big merchants who trade largely. The products are paddy and coconuts. Gram of all sorts, G. seeds, betelnuts and pepper to a limited extent. All these are carried to Trichur and also to Vanienkulam (about 4 miles from Ottapalem station) 8 and 35 miles, respectively, and in return, they get from Trichur cloth, iron, salt provisions, sundries, &c.

If a station is opened on the bank of the river, all the timber and bamboos that come from the Cochin-Palapalli forest could be taken up at that station at present it is floated down the river to Ernakolam or Cochin for local sale or shipment, &c.

The present products of Palapally (the same range) could be brought in carts either to Ullur or to Pudukad stations. There is a road at present up to the Palapally plains which is at the foot of the hills, about 6 miles from either of the two stations. The timber and bamboo traffic in the Kurumaly river could be done only during the monsoons, viz., from June to October inclusive.

There are two tile-manufacturing companies; large quantities of tiles are despatched to places in the interior by road and river.

Alur.—Firstly the spelling of the place is incorrect. It ought to be Alloor or Alur; the spelling given in the map attached to the Engineer's report is correct. Alur is a village situated in Palam amshum, which contains 22 other villages. The population of Alur itself is 1,885 and houses 316, or with a total population of the whole amshum is 24,224 and houses 4,306. Though it is a thickly populated part, it is an insignificant village. The importance of the station will be owing to its proximity to Irinjalakadu, a large and rising town, contain 849 houses with 52,117 people and a number of palaces besides a very large and important pagoda. It has also a weekly fair which attracts a good number on Wednesdays and Saturdays. It is the head-quarters of the taluk of Mukundapuram. The present Eliah Rajah of Cochin lives there.

Annual festival is held in that pagoda in the month of Madam (April or May) and it lasts for ten days and attracts a very large number of people from different and distant places. The distance from Alur to Irinjalakadu is about 8 miles direct west. The produce of this place are the same as the other station (Pudukodu).

This will be the nearest station for the produce of the Kodacherry forest. The distance from Alur to the foot of the Kodacherry hills is about 8 miles.

The present Rajah of Cochin has got a hill bungalow at the foot of the hills which he occupies during the summer months, viz., March to June inclusive. The name of the place where the bungalow is built is Kanjarapalli towards the east. There is also a Kalamora (a forest sub-office) at Kombanpara, about 6 miles east of Alur and about 2 miles west of the palace.

Shalakudi.—There are two Shalakudis within half a mile distance from each other, namely Paringad (west) Shalakudi and Kilakai (east) Shalakudi. The east Shalakudi is situated at the 19th mile on the road from Trichur. The proposed line passes through west Shalakudi. These two villages are situated in Kodacherry amshum. West Shalakudi contains 348 houses and 1,896 people, and the east Shalakudi contains 518 houses with a population of 2,985. The whole amshum contains 13 villages with a total number of houses 3,561 and 19,623 people.

In its vicinity is a small Christian pettah terminated as usual by a church. It has a Kolagam (palace) of the Rajah of Cochin, a Police station, dispensary and about 30 hazaars, of which only 4 or 5 merchants are trading largely. The chief productions of the places are paddy to a large extent, gram, pepper, G. seeds to a limited quantity, and these are carried to Trichur and Vanien-golum which are 19 and 44 miles, respectively. In return they get iron, cloth, chillies, oil and sundries from those places.

The timber and bamboos of Kodacherry forest are brought through this river during the monsoon time.

There is also a road to the foot of the Kodacherry hills, about 8 miles north-east. There is no bridge to cross the river.

If the proposed line is opened, the produce of the Kodacherry hills can be taken either at Alur or Shalakudi.

The 23 $\frac{1}{2}$ mile from Trichur or 155th mile from Trivandrum is the boundary for Cochin and Travancore. Now I had to travel in the Travancore territory. At the 25th mile from Trichur, a Customs House is established, where carts passing in both directions are examined and duty collected as under:—

	RS.	A.	P.	
Timber	0	8	0	per candy.
B. Nuts	6	4	0	"
Pepper	5	0	0	"
Skins, dry	0	8	0	per 20 in number.

Kodakulangarai and Angamali.—These two villages are situated on the road at the 27 $\frac{1}{2}$ and 28th miles, respectively, from Trichur. The population of the two places is 2,097 and 3,191, respectively. I cannot give the number of houses for villages or amshums situated in the Travancore territory, as I was not furnished with any such records, &c., by the officials of that Government throughout that line. There are about 30 bazaars, of which about 15 are cloth merchants. There is Travancore Government Unjil office (Post office) and Catholic churches. There are about 1,850 houses with about 5,300 Native Christians, both Roman Catholics and Jacobites belonging to the church. This account was taken by the church authorities in 1896.

There is a salt depôt belonging to the Travancore Government; they get Bombay salt from Munambam which is 18 miles west from Angamali.

About 200 bags of salt per mensem are consumed in the adjoining villages.

For each 6 or 7 miles such salt depôts are opened for the convenience of the public.

Productions of this place are paddy, gram, tenai, pepper, G. seeds and fruits in season. Timber and bamboos from Malayattoor of Cochin, Manjappara of Travancore hills, which commences about 6 miles north-east, are carried to Alwey and thence to Cochin. Alwey is about 7 miles south-west from Angamalai on direct road.

Also some of the articles are carried to Mangalar and Parur, which are 10 and 12 miles west, by means of boats.

Inwards traffic are chillies, onions, oil, cloth sundries, &c., are received from Trichur in large quantities and from Cochin in small.

Chengal ferry—is situated at 31st mile from Trichur. It is a small place of no importance, but forest produces from Malayattoor hills, which is about 6 miles from Chengal ferry, are received by Thany river, which is the largest river in the Travancore territory. It splits from the Periyar project and runs to Alwey, where it again splits into two—one towards the north running to Kodungaloor and falling into the sea and the other towards the south-west running to Ernakolam and falling into the Cochin Harbour. Timber of all kinds are largely carried by means of rafts through the river to Ernakolam and Cochin during the rainy season only for local sale and shipment.

If a station is opened on the bank of Chengal ferry, timber can be carried easily during the whole year, as I believe there will be sufficient water in the river between Chengal ferry and the Malayattoor depôt.

Perambayur—is situated at the 35th mile from Trichur; it is the head-quarters of the Koonnathood taluk. This village is situated in the Perambayur amshum, and the amshum contains seven villages. The village Perambayur contains 5,211 people. All these villages are situated within a radius of about 4 miles towards the east, north and south and about a mile towards the west.

There is a Second-class Magistrate's Court, Police station, Sub-Registrar's office, Mission School, Government Vernacular School, Travellers' bungalow, Choultry and Travancore Government Unjil office. There are about 45 bazaars in all.

The production of this place and its suburbs are paddy grain, G. seeds, B. nuts, pepper, ginger, skins—dry, bones and all forest produces from the Vengoor hills, which is about 7 miles east. Also articles of the above nature from Moovathupolay and Trikanur, about 12 miles south and 10 miles east are collected here and taken to Alwey and Cochin.

Merchants from Alwey, Cochin and other places resort here on shandy days, viz., every Tuesday and Friday to purchase goods.

The inwards traffic is cocoanuts, C. oil, cloth, iron, chillies, tobacco, sundries, &c., and are received from Cochin. There is a salt depôt at Vallam village which is about 1 $\frac{1}{2}$ miles north-west of Perambayur. There is also a Customs House, where they collect duty on timber, pepper, B. nuts, &c.

Perambayur—is the junction for four roads, viz., one to Alwey, 10 miles west, one to Trikanur, 10 miles east, one to Shalakudi 16 miles north, and one to Moovathupolay, 12 miles south, which is the main road to Trivandrum, the capital of Travancore, 143 miles from Perambayur.

Keelamad—is situated at 43rd mile from Trichur with a population of 643. It is a very small and insignificant village situated very nearly two miles south-east of Alwey.

It is, in my opinion from the point of view of the traffic, better to take the line from Perambayur to Edapalli, *via* Alwey rather than it should run through Keelamad which is, as already stated, an important village away from important place and road; but I do not know whether this line *via* Alwey would be more or less costly and practicable from an engineering point of view.

Eddapally—is 49 miles from Trichur and 5 miles from Ernakolam. It is the seat of a feudatory chief under the Travancore Maharajah. It has 5,340 people. The products are paddy, cocoanuts in large quantities. As this is near Ernakolam, a big town, all things that are required by the people of this place are purchased at Ernakolam.

Ernakolam.—This is to be the terminus and the most important station on the line. It is the seat of the Cochin Government. Ernakolam town itself contains 1,124 houses with 7,283 people. There are other important and populous villages near and around the town, the total population of which is 34,089 and houses 6,374. The Dewan holds his office there, and besides the Dewan's office, there are the High Court, the District Court, the District Munsif's Court, the District Magistrate's Court, the Tahsildar's office, the Police Superintendent's (European) office, the General's office, the Assistant Engineer's office, the Unjil Superintendent's office, the Registrar's office, the Salt and Abkari Superintendent's office, the Chief Medical Officer's (European) office, the Post offices (both British and Cochin Circars), the Travellers' bungalow and other minor offices. There is a second-grade college managed by a European Principal and assisted by a European Vice-Principal. Besides this college there are primary schools for boys and girls. There is a large hospital. There is a European Superintendent of Jails. The Central Jail of the Cochin State is located in this town where coir mats and other articles are turned out for sale by the convicts. There are palaces belonging to the Rajah and an important temple, where annual festival is held for eight days continuously in the month of Makaram (February).

There are four big Christian churches and one or two Jewish and Muhammadan mosques. There is a grand durbar hall where the British Resident pays his visits of state to the Rajah. There is a very large bazaar street in the northern part of the town, where an enormous amount of trade is carried on.

The chief products are paddy and cocoanuts, a great quantity of export trade is done in the shape of copray coconut oil, and coir to England and other European and American countries. The reason why there are not other products is that the soil is most suited for the luxuriant growth of coconut trees, which are the most valuable of the fruit trees in Southern India. Except paddy, cocoanuts, B. nuts, pepper and coconut oil all other articles for local consumption are brought from Palghat, Coimbatore and other districts, *via* Trichur or Karoopadana by means of carts and thence by boats to Ernakolam and Cochin. The statement on page 91 will show the boat traffic leaving Ernakolam for south and north and that on page 92 will show the boat traffic arriving at Ernakolam from south and north.

The importance of Ernakolam is increased to a very great extent by its proximity to other very important places such as Tripunithurai, Cochin, Balghutty and Malipuram of which I shall now speak.

Tripunithurai—is the residence of the Rajah. It has a fort and many palatial buildings belonging to the royal family. There is a large pagoda, where annual festival is held for eight days continuously in the month of Vrichikam (November) which attracts large crowds of people from many parts. There is an Oottupporai (feeding choultry) here on a large scale, where all Brahmans are fed twice a day gratis. There are minor Oottupporais on smaller scale along the line I have travelled. This Native State being ruled over by an orthodox Hindu royal family, there is always going on in the place a large number of important and unimportant ceremonies, which necessarily attract a great crowd of people, especially Brahmans, from even distant places all throughout the year.

This place is about 6 miles south-east of Ernakolam. This, along with two other neighbouring villages, contains 2,892 houses with 14,094 people. As this is close to Ernakolam; supplies are purchased from the latter place. There are two large bazaar streets—one for caste people within the fort, and the other without the fort open to all. The merchants get down most of the things from Cochin. The productions are the same as Ernakolam.

Balghutty—is a small island in the lagoon or backwater that lies between Ernakolam and Cochin about 2 miles from Ernakolam. This is the seat of the British Resident. The population of this island is 1,771 and the houses 327. All things for the consumption of the inhabitants of the island are purchased either at Ernakolam or Cochin.

Cochin.—There are two parts of this town, viz., Native Cochin called Mattancherry and British Cochin.

Mattancherry—is a very large place of trade. It contains a palace of the Rajah of Cochin and a pagoda. The population and habitation of Mattancherry town itself are 17,254 and 2,978, respectively.

The Jew town is in the south of it inhabited by both white and black Jews, each Colony having a synagogue (church) of its own. There are no Latin churches in this place. The Konganies have a large pagoda, where an annual festival is held.

Native boats, large and small, are built at this place. The bazaar street itself is more than a mile long with bazaars on both sides.

Between Ernakulam and Cochin there is no bridge to cross the backwater. The Cochin Government have supplied a steam ferry, the carrying capacity of which is 100 tons. The charges for the ferry are as follows:—

	RS.	A.	P.
I Class	0	2	0
II "	0	1	0
III "	0	0	9
Carriages, horses, cows and bulls	0	12	0
Sheep or goat	0	0	6

It takes about 20 minutes to cross the backwater and the steam ferry plys over it from 6 A.M. to 8 P.M.

Statements on pages 93 and 94 show the boat traffic leaving Mattancherry for south and north and arriving at Mattancherry from south and north.

These are the latest figures regarding the boat traffic that I could get on enquiry. I understand that no further statistics have been prepared by the Cochin Government.

The town of British Cochin is situated to the north of the Native Cochin. The circumference of this Cochin is 1½ square miles and it has about seventeen hamlets. The habitation and population of the Cochin municipal town are 2,570 and 17,601, of which 5,217 are traders. The total habitation and population of the whole municipality and its hamlets are 2,869 and 19,322, of which 5,934 are traders. There are five European firms who export and import largely on commission, viz., Messrs. Aspinwall & Co., Messrs. Volkart Brothers, Messrs. John Grieve & Co., Messrs. Peirce Leslie & Co., and Messrs. George Brunton & Co. There is also a native firm belonging to one R. S. Sreenivasan & Co., who deal largely in coir, cocoanut oil and different staples. The annual income-tax collected from the merchants in the British Cochin is Rs. 3,587 for 1896-97. It has a fine harbour, where a great deal of export and import is carried on in the year, except during the monsoon, when the trade is shifted to Malipuram, a port belonging to the Cochin State, about 4 miles north of the British Cochin. There is the office of a Deputy Collector and Sub-Court, Sub-Registrar, Sub-Magistrate, Post Office, Assistant Superintendent of Sea Customs, Civil Surgeon, Inspector of Police, Municipal Office, High School and the Madras Bank (branch).

The country products of Travancore and Cochin are carried by boats to Native Cochin as well as to British Cochin, and thence exported to different ports both in India and foreign countries.

Also large quantities of rice from east-coast ports are brought to Cochin by steamers, ships and pathimars in fair season.

The annexed statement marked A will show the important articles exported from and the statement marked B the important articles imported into the port of British Cochin during the official year 1896-97. The above statements also show the weight and number of the articles and their value.

Also the statement marked C annexed will show the total value of imports and exports of the port of Cochin for the official year 1896-97. These statements I obtained from the Assistant Superintendent of Sea Customs.

Malipuram—containing 148 houses with 756 people is an unimportant place, except as the monsoon port of Cochin.

A statement of the exports from, and a statement of the imports into, the port of Malipuram for 1071 M.E. (1895-96) will be found on pages 28 to 34 of the appendix to the Cochin Administration report for that year.

I have now finished my tour through the easternmost line, viz. Chengal ferry and Perambayur; noted down all the information that I could get of the places between Trichur and Ernakulam. I shall now deal with the places between Alwey and Alur.

Alwey—is 12 miles from Ernakulam and 10 miles from Perambayur. It is situated on the south bank of Alwey river. It is the principal village in the amshum of same name. There are thirteen other small hamlets belonging to this amshum. The total population of the whole amshum is 9,568.

It is the head-quarters of the Tahsildar of Alengod taluk. The village Alengod is situated at the north-west bank of the Alwey river.

In Alwey there is a dispensary, Police station, school up to the Fourth form, Salt depôt, Public Works Department Supervisor and Overseer, Post Office (Travancore Government).

Taluk Cutcherry, Sub-Registrar's office and Police Inspector are located on the other side of the river. There is every probability of the public offices being removed to the southern side of the river after the completion of the proposed railway line.

It is an important place for its trade on shandy days, viz., Wednesdays and Saturdays. Large quantities of merchandise of different staples from different places are brought for sale in the market.

Large number of boats with timber, bamboos, grain, &c., are passing Alwey from east to west.

There are about 50 bazaars in all. There is a small Siva temple where for the Sivarathri festival in the month of Kumbham (January or February) gather a large crowd of about 25,000 people of different castes.

As the river bath at Alwey in the summer season is conducive to the health, many people from different and distant places resort here and make their stay in sheds erected on the sand banks.

This place is more thickly populated by Native Christians than by any other castes. There are four churches belonging to the Christians. The productions of this place is paddy to a very large extent; G. seeds, ginger, tamarind, B. nuts, turmeric and cocoanuts to a limited extent; skins, dry, and horns are brought on market days for sale. Alwey river has no bridge to cross and it is subject to heavy floods in rainy season.

Alengod is on the north-western bank of the Alwey river. It is an amshum or head village for seven hamlets. It has a total population of 15,414.

The production of this place is the same as Alwey, with a large cultivation of sugarcane. It is a very low country for 3 or 4 miles around inundated. There is a main road to Parur, which is about 9 miles north; also there is a road to Angamali, the land route to Trichur. Angamali is 7 miles north-east to Anengod.

Eyerur—Is about 4 miles from Alwey north. It is an amshum of the same name. The total population of the whole amshum is 8,200. There are no offices except a village authority's. The products are the same as Alengod. It is in a low level and generally flooded in the rainy season. The Parur main road from Alengod passes about 3 miles west of this village and no proper accessible roads or tracks are available in these parts. A greater portion of this village consists of wet lands.

Maula—Is the next station or last place I should write about. This is in the Native State of Cochin, and is about 7 miles from Alur. It has got a small Native Christian bazaar street with a small church and a small mosque. The population is 1,044, and houses 189. The place in itself is an unimportant one. All the produce of the villages to the west of this place could be conveniently brought to this station in boats, as Maula is connected with them by means of backwater and canal. Kodungalur (Oranganore) is an important place near Maula. It is 4 miles west of it, and is the seat of a Rajah who is a feudatory to the Cochin Rajah. It has a Taluk office, Registrar's office, Police station, dispensary. It has got a large and important temple which attracts large number of people even from the North Malabar to the annual festival in the month of Meenam (March or April). This festival is well-known in Malabar as "Kodungalur Bharam." The productions of Maula are paddy, cocoanuts and B. nuts.

Lastly, I may conclude by saying that of the three routes already surveyed, viz., one *via* Alur, Maula, Eyerur and Alwey; second *via* Alur, Shalakudi, Chengal ferry, Perambayur, Keelamad; and the third *via* Alur, Kodakulangra (Angamali) and Alwey; the first-named route is, in my humble opinion, not at all advisable to take up, as there are not any important villages on the route can cross, and even the small hamlets that may happen to be on the route are not connected by suitable roads owing to the major portions of the lands in this direction being submerged under water for about three months in the year, and above all this route, if opened, will have to undergo the keenest competition with the backwater, which, I think, should be better avoided for more reasons than one; the second route seems to be preferable of all, as it happens to go through all the cultivated centres of trade, such as Perambayur, &c., and further this route will have the effect of diverting to railway all the traffic from the forests in the east, while the only advantage that could be secured by preferring the last-named route would be to avoid difficulties represented by the Engineering department to have to undergo in crossing the river Alwey at Chengal ferry.

In this connection, I beg to point out that of all the stations proposed, the first in rank will be Trichur at one end and Ernakulam on the other, whereas Perambayur and Alwey may be classified as third, the rest as only fourth-class stations.

The information contained in this report, though meagre, will, I hope, meet with your honour's views, as this is all I could possibly get at this season of the year, when a traveller can hardly pass through this tract of country inundated by heavy showers.

A

STATEMENT showing the weight and value of the important articles exported from the Port of Cochin during 1896-97.

Articles.	Weight or number.	Out of India to Foreign ports.		In other Presidencies to British ports.		In the Presidency to British ports.		To Indian ports not British.	
		Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.
1. Coffee ..	Cwts.	278	rs. 20,558	121	rs. 7,599	315	rs. 29,098	46	rs. 3,395
2. Coir ..	"	1,89,113	19,12,481	90,110	6,54,115	6,214	29,107	3,83,338	2,32,629
3. Cordage ..	"	6,676	63,291	46,310	2,98,369	253	1,419	7,050	50,489
4. Cotton piece-goods ..	Yds.	20	6	9,942	1,562	18,420	2,585	..	..
5. Cocoanuts ..	No.	..	..	1,75,599	47,330	44,450	1,343	2,15,058	6,466
6. Copray ..	Cwts.	2,009	24,871	8,076	90,045	330	3,360	219	3,491
7. Rice ..	Mds.	49,782	1,72,860	46,786	1,51,353	26,000	78,744	3,200	10,515
8. Coconut oil ..	Cwts.	68,338	11,28,898	1,07,088	28,07,158	27,011	4,51,850	37,225	6,47,714
9. Fresh oil ..	"	..	..	207	1,642	207	1,204	..	..
10. Salt fish ..	"	1,363	13,134	62	1,250	..	..	12	120
11. Aracanuts ..	"	..	..	..	..	27	145	..	..
12. Pepper ..	"	1,499	26,293	5,189	82,053	1,053	17,806	389	6,239
13. Cardamoms ..	"	..	..	6	1,010	..	..	..	..
14. Dried ginger ..	"	1,153	31,634	6,235	1,44,686	193	4,377	691	13,016
15. Turmeric ..	"	327	1,308	611	2,645	542	2,675	18	108
16. Jaggery ..	"	..	..	165	489	499	2,352	..	..
17. Timber (wood) ..	Value.	..	900	..	48,797	..	25,926	..	75,603

COCHIN,
30th July 1897.

(Signed) F. D'CRUZ,
Asst. Superintendent, Sea Customs.

B

STATEMENT showing the important articles imported into the Port of Cochin during the year 1896-97.

Articles.	Weight or number.	From Foreign ports out of India.		From British ports in other Presidencies.		From British ports within the Presidency.		From Indian ports not British.	
		Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.
1. Apparel ..	Value.	..	rs. 2,645	..	rs. 22,561	..	rs. 2,776	..	rs. 25
2. Coffee ..	Cwts.	..	..	..	..	60	2,251	..	..
3. Cotton twist ..	Mds.	1,13,780	73,777	7,18,005	2,92,947	1,500	4,896	..	..
4. Piece-goods ..	Yds.	3,46,942	49,621	38,21,667	5,61,906	27,954	5,095	..	..
5. Paddy ..	Mds.	..	..	6,81,320	10,06,378	1,25,915	2,45,447	16,401	36,696
6. Rice ..	"	..	..	2,15,949	5,99,869	2,89,073	3,35,744	61	227
7. Gunny-bags ..	No.	..	..	46,920	7,439	4,311	657	200	25
8. Als, beer, porter ..	Gal.	789	1,957	2,188	5,788	..	..	16	48
9. Wines ..	"	1,408	8,733	1,063	6,249	13	130	219	1,274
10. Spirits ..	"	3,027	19,822	1,612	16,923	82	907	2,720	17,280
11. Brass ..	Cwts.	0	785	319	12,139	1	40	..	..
12. Copper ..	"	138	6,150	1,223	56,834	80	3,105	..	..
13. Iron ..	"	3,388	26,457	13,645	80,367	271	1,542	..	..
14. Seeds ..	"	33	3,112	10,307	74,415	6,985	41,299	2,275	10,700
15. Silk ..	Yds.	..	..	6,907	8,140	..	..	..	..
16. Pepper ..	Cwts.	..	..	..	..	239	3,463	..	..
17. B. nuts ..	Lib.	47,054	2,006	..	..	1,25,391	5,895	..	..
18. Ginger ..	"	..	..	448	100	1,372	225	..	..
19. Sugar, refined or unrefined ..	Cwts.	8	137	1,930	24,555	8,692	1,00,830	156	2,168
20. Tobacco, of all kinds ..	Lib.	2,10,177	22,672	29,172	6,701	5,906	828	84	6
21. Woollen piece-goods ..	Yds.	..	..	47,529	31,628	..	..	..	..

COCHIN,
30th July 1897.

(Signed) F. D'CRUZ,
Asst. Superintendent, Sea Customs.

C

STATEMENT showing the total value of Imports and Exports of the Port of Cochin for the official year 1896-97.

	Amount.
<i>Imports.</i>	
Foreign goods passed free of duty from India ports (out of India) ...	rs. 1,90,940
Foreign dutiable goods that paid duty (out of India) ...	2,91,929
Indian produce and manufactures imported coastwise (India) ...	47,70,074
Foreign produce not subject to duty (duty paid) (India) ...	16,31,642
Total Imports ...	68,84,585
<i>Exports.</i>	
Indian produce exported to foreign countries (out of India) ...	52,00,186
Foreign produce exported to foreign countries (out of India) ...	1,574
Indian produce exported to port in India (coastwise) ...	79,65,136
Foreign produce exported to port in India (coastwise) ...	35,678
Indian produce exported to foreign countries subject to duty (out of India) ...	1,31,978
Total Exports ...	1,33,34,552

COCHIN,
30th July 1897.

(Signed) F. D'CRUZ,
Asst. Superintendent, Sea Customs.

SUMMARY of Estimated receipts from recorded Traffic statistics printed on pages 91 to 99 of Survey report.

Registration station.	Direction and proportion taken.	Goods traffic at 10 pias per ton per mile.			Passengers at 2 pias per mile.		Total.
		Tonnage.	Mileage.	Amount.	Number.	Mileage.	
A. Kokally ..	For south ..	12,777	73	rs. 48,601	18,922	73	rs. 14,312
B. Do. ..	From do. ..	9,344	73	36,526	28,511	..	21,080
C. Karupadanah ..	For south (1/2 proportion) ..	3,084	73	11,724	139,183	..	1,05,841
D. Do. ..	1/2 proportion for local ..	1,925	50	2,678	46,396	50	424,164
E. Do. ..	From south (1/2 proportion) ..	2,985	73	10,220	140,559	73	1,06,883
F. Do. ..	1/2 proportion for local ..	897	50	2,336	46,593	50	24,402
G. Ernakulam ..	From south ..	4,559	36	8,547	23,160	36	8,986
H. Do. ..	From north ..	3,423	36	6,416	17,432	36	6,337
I. Mattancherry ..	For north (1/2 proportion) ..	2,603	73	9,897	7,967	73	6,059
J. Do. ..	From north (1/2 proportion) ..	2,342	73	8,900	7,040	..	6,938
K. Patticaud ..	On both (1/2 proportion) ..	12,030	20	12,500	3,724	20	776
L. Kokally ..	Do. (do.) ..	1,000	20	1,041	910	..	190
Total ..		65,744	..	1,68,386	..	..	3,26,567

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 31st August 1897, No. 1418 R.C.

I am directed to acknowledge the receipt of your letter, No. 555 R., dated 14th August 1897, forwarding a copy of correspondence from the Agent and Manager, Madras Railway Company, regarding the financial prospects of the proposed Shoranur-Cochin branch.

2. In reply I am to request that, as soon as the re-alignment and revised estimates of cost of the Calicut-Cannanore branch have been completed and the work of construction has been started, those for the Shoranur-Cochin branch may be put in hand and the results submitted, together with the best estimates of traffic that the Government of Madras can procure.

3. I am also to ask that an estimate of the cost of carrying out the final location of the Shoranur-Cochin branch may be furnished for formal sanction before the work is put in hand.

ORDER—No. 694 R., dated 20th September 1897.

Communicated to the Agent and Manager, Madras Railway, for information and guidance.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Agent and Manager, Madras Railway.
„ Examiner, Guaranteed Railway Accounts.

Copy of telegram from Works Madras to
Works Simla No. 835 dated 12 November
1897.

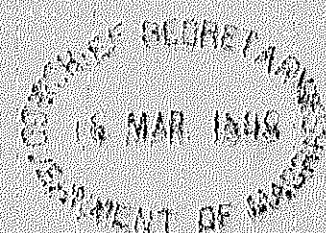
your 1418 R.C. August 31, 97 - During
Governor's recent tour Rajah of Cochin
expressed willingness to make over for
Shoranur Cochin railway forty lakhs
now in Govt paper and to borrow more
if necessary. This Government would
like to know whether such an offer would
probably be favourably received by Govt
of India and whether you would suggest
how it might best be worked in with recently
agreed Madras Railway Co's terms perhaps
Kankawar lines may afford parallel and
suggest method of most advantageously
treating Rajah's offer.

Respd 8. 11.

[Poll.]
1,000-25-11-00

Political (1897) Department.

CURRENT No. 1145



E

received
book office

From Telegram

The Lord of

Foreign

No. 43765B

Order

Dated	1	} 12-97
Received	2	
Registered	2	
Enclosures	-	
Spare copies	-	

SUBJECT.

Requesting to be furnished with information re the present financial condition of Cochin with opinion on the Raja's proposal to borrow, in connection with the Shoranore Cochin Railway.

BACK PAPERS.

G.O.	No.	Department.	P. te.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Code
Class

INDIAN

TELEGRAPHS.

Monthly
Number.

TO

From

(Office)

6/11/80

Words,

Day.

Поет.

Minutes



021024

To

From

100

1

CHIEF SECRETARY
2 DEC 1897
GOVERNMENT OF MASS

64 Word Form:

CONFIDENTIAL

HEADLINE



Sent to



天

ALCS 67

SEEN

Telaunchak Münster

Q Q P--No 533 T-7-2-07-210000

Notes by the Consulting Engineer for Railways
9.3.12.97 on the Shoreham Coastal Landfill

G
118
500-11-6-07.

C. No. 1445

Public Department.

TELEPHONE MESSAGE

From

Impdly

To

CHIEF SECRETARIAT,

The ~~under~~ Secy PWD Railway Branch

Dated 2 Decr 1897.

Please send original of
your telegram to the Secy.
of India No 256 Dated 8th
Novr 1897 in connection
with the Moraine Colloid
Railway and all connected
papers.

Civil
Mtd
2.12.97

42

02

Office of Consulting Engineer
FOR RAILWAYS,
MADRAS.
3 - 12 - 1897.

My dear General
Your telegram of yesterday
asking for my telegram to Delhi about
Royal of Delhi's suggested investment
in Shoranur Delhi R. I send you
the papers, and a Note in which I
suggest appropriate terms for the making
the investment. This letter has not
yet been treated officially, but I
propose, with H.E. the Government's permission.

43

standing it to the President in Zanzibar
and asking for his and the Mujahid
consideration.

On my first interview with H. S. after
his return from Zanzibar, he mentioned
the Mujahid's proposal, and I promised
him to try and get advice from Pilatte
about what would be the most appropriate
terms for investing the 40 lakhs, because
they are rather familiar there with
many similar cases. Perhaps in
Khartoum, perhaps elsewhere. They

have not replied yet. But as far as I
can see, and after joint discussion
with the Govt. Secy. of Mining Accounts,
and with the Regt. Secy. R. G. the
terms which I have embodied in the
accompanying Note seem to me to be
appropriate terms, and likely to be
equally acceptable to the Mujahid and to
the Regt. R. G.

Yours sincerely
Frederick B. Spring

23

Perhaps it will be best for these papers to circ. first in the P.W. Department. India's question regarding Cochran's ~~stagnant~~ financial condition and the investment of Transcona funds ^{can} ~~will~~ be answered in Political - Resident being referred to if necessary - but ~~nevertheless~~ it is understood that P.W.D. is elaborating detailed proposals regarding the financing of the scheme.

Ans
6/12/97
FWS
6.12.97

C.R.

I shall be glad to get your criticism of my scheme as soon as ready.

FWS
7/1/97

E.R.

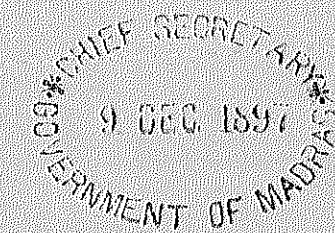
A note on the scheme was sent yesterday to E.R.

W. Wallace
8/12/97 C.R.

The correction made in my proposal was the result of the note above referred to
FWS
8/1/97

Political
Financial (1897) Department.

CURRENT No.



From The P. W. Department
Railway Branch.

Order

No. 51 R. M.

Dated 9th December 1897.

Received } 9. 12. 97.
Registered }

Enclosures: P.W. Ct. 1445 v. 12

Spare copies

SUBJECT.

Forwarding Office Note,
to the Honorable Chief Secretary
on the subject of financing
the Shornam-Cochin Ry.

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

[$\frac{G_1}{74}$]
1.000-3-9-22

NOTE FOR THE CHIEF SECRETARY.

Indias Telegrams No. 4376.

I. B. 7 14. December and Note from

P. H. D. Ry. Branch No. 57 R. M. 77

9.12.97

Submitted that the
quickest way to get the information
required by India and by the Railway
Branch would be to forward the papers
(DO. and confidentially) to the Secy.

and ask him to consult the Darbans
and report fully and officially. It
is ^{however} not known how far Govt.
has accepted the proposals of the
Consulting Engineer and for this
reason it would be better for the
papers to circulate first in the P.W.
Dept as suggested in the mto of
6th Dec flagged Q.

Cash.
11.12.92

Yes.
11.12.9

2

9. 4-2

Chad
11.12.98

Circulat. FRS 14/12/17

(37) H. S. N. Johnson

5
61 The Hon. Sir H. Blin KC 18

(2) " " No. from C.I.T.

I agree. But the matter in
H.C. first, both from the R4 & the
Poll point of view

125 28
14/12/97 14/12/97

Tales agree. This should be true. Higher was 90 miles - the
prints made with in Mr. Spaulding's Notes, (faded)

Young "M". The Parrot might
hint to the Duckman that if they

would purchase the whole amount, the
necessity for ^{Indian} or for purchase script has
been ⁱⁿ ~~been~~ ^{that} they will convert it into
cash, - and that they would in much
less time than the purchase of the
same amount in cash or in paper.

and ^{usually} ~~usually~~ with it is ^{supposed} ~~supposed~~ to be on par

1/2 mo
14.12.99
R
7.1.98

8-16 177. 12. 19

Understand that negotiations have been held by
the Govt. of India to authorize the Madras
Regulating Commission the railway from the
middle of the Shoranur-Cochin line and that
the Board of Directors of the Madras Railway
have agreed and their General Manager to
proceed with this project. But, whether
from Mr. Fowler's note attached that this
note of intention or agreement does not include
construction. The proposals for financing
and construction with which these proposals deal
are therefore unsupported by their authority to
re-align the line. The Director may con-
siderably be interested in the same in any
note of the Govt. of India. I attach to Mr. Fowler's
this matter in this note.

6-1-98

[Poll. 7]
1,000-25-11-00.

Political (1898) Department.

CURRENT No. 263

Telephone

To.

P.W.D. (Railway)

Please send the file
-or such papers (including Foreign
Dept Telegram) as are relevant, and
Order for perusal

From The Public Works Dept
Railway Branch

Curb. 14.2.98. J.A. 14.2.98.

No. 382 71 R

Dated 12.2.1898

Received 12.2.1898

Registered

Enclosures

Spare copies

SUBJECT.

Re the Shoranur-Cochin Railway

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[$\frac{G.O.}{p}$]
1,000-10-2-1

P. W.
Political (1898) Department.

Railway
C. D. O No. 231.

From J. Lawrence Esq.

~~D.O.~~ No. 382, D 11-2-1898

To the Secretary, Public
Works Department, Railway
Branch. The telegram is with
you.

At 102.98

No. 71 R M. of 12th February 1898.

To the Chief Secretary. (Foreign Dept)

It is impossible yet to reply to the first of Encl.
Proposals are circulating, and may be reported from
the Rajah in a few days. I suggest your reply
to India as follows: "From telegram 4376 J.B.
dated 1st Dec. 97. shall be replied to in few days
when Cochin Rajah's revised proposals shall have
been matured and sent in."

The amount of money which may be saved if
the Chief Secretary was prepared with information as to the
financial condition of the Rajah, and whether the 40
lakh are actually available. Feb 11/98



Dated 25-1-98

Received } 31-1-98

Registered

Enclosures

Spare copies

Recd 12.2.98

SUBJECT.

Requesting to be informed when
reply to telegram n^o 4376 J.B dated
1st Dec 97 regarding Cochin-
Shoranur Railway may be
expected.

BACK PAPERS.

G.O.	No.	Department.	Date

FURTHER PAPERS.

G.O.	No.	Department.	Date



Foreign Office,
Calcutta, the 31st January 1898.

Dear Sir

Please refer to our telegram No. 4376.I.B. dated the 1st December 1897, regarding the Shoranur bochin railway.

Will you kindly let us know when we may expect a reply?

Yours sincerely
J. Lane

To

A. R. Knapp, Esquire,
Under Secretary
to the Government
of Madras

Enc

CHIEF SECRETARY
18 FEB. 1898
GOVERNMENT OF MADRAS

E

Political Dept

To. P. W. D. Railway

Please say what action
has been taken on H.E.
the foregoing notes of the
17th December 1897 and 6th
January 1898. Political Dept.
has not seen them before.

C.W.D.
17.2.98
2 Pol. Dept.

The draft of a letter from P.W.D. By
through Political Dept. to President. is at this
moment in circulation. Pol. Dept. ought to get it
in a day or two. Perhaps the best opportunity for
engaging with the President's competence to provide the
40 which you have about would be when the P.W.
letter is being forwarded to the President of Pol. Dept.
When the draft is sent to Pol. Dept. it shall be
accompanied by all notes and papers.

For reasons connected with the probable attention
of some of the Cabinet Committee By the
disposal of the letter (now in circulation) to the
President is a matter of supreme urgency. if
large sums of money are not to be wasted on the
C.C.B. 7/18 18/1/98

A delicate political question
is involved the solution of which
cannot be given straight off.

At 22.2.98

Urgent
To -

The Chief Secretary

To
H. R.
CHIEF SECRETARY
14 FEB 1908
GOVERNMENT OF MADRAS

Please send the file
of Guest papers
- including foreign
Dept telegram -
regarding Shorann
Cochin Ry for
perusal.

SR.
14/2/98

I cannot send the file
being it is under the
file for the day. But I send
the telegram referred to and send
additional papers as may be
required.

14/2/98

Mr. Bee's note

and Jagan returned

Thank Mr. Sim
with thanks.

I have noted for
H. B. the Governor's order

J.R.

7

2 1/2 not 4 3/4

Mr. Raja would buy up
the other 2 1/2 % of shares
I so. against the 10 %
the road.

Why not make progress here
A.H. 2 40 lakhs would cover
the whole of the 10 %

Capital is also not used
Incultious land. H. B.
better proposed land being
provided and of capital
cost to 50,000 and 100,000
more against 1 to 2 lakhs

It will give more work
to the railway and the
road and the H. B. might
also be able to do more

any further work
the C. M. S. would be

extension northwards the Mysore Plateau and
southwards to Quilon; it seems m

2 1/2 not 4 7/8

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Copy of D.O. from P.J.N. Spring Esq., Consulting Engineer for Railways, to J.D. Rees Esq., C.I.E., Resident in Travancore and Cochin, dated Madras, the 18th February 1898:-

I now return the copy of a letter dated 24th January 1898, from the Dewan of Cochin, and also of a letter dated the 25th January 1898, from the Dewan of Travancore.

A G.O. in this Department will go to you immediately through the Political Department about the Travancore line.

As regards the Cochin line, I have drawn up the enclosed Note. It emanates not from me as Joint Secretary, but from the Consulting Engineer. But as you will see in the Note it has the full approval of His Excellency the Governor in Council.

Or

The intention of the Note is to clear away whatever doubts you or His Highness the Rajah may have had about procedure, and to suggest how His Highness might easiest attain to his wishes he has expressed in his Dewan's letter of January 24th. His Excellency and Honourable Members agree that a metre gauge line will more than amply fulfill all requirements, and they have gone so far as to instruct me to address the Government of India to the effect that it is most desirable that even at the last moment, when construction was about to commence, the gauge of the Calicut-Cannanore Railway should also be changed to metre. The Madras Railway Company have expressed their readiness to make and work metre gauge lines, and in view of a suggestion that they should make the Podanur-Bindigul Line on that gauge, and then convert the Podanur-Mettupalaiyam Section: in view of also of the probability of extension northwards to the Mysore Plateau and into Canara and southwards to Quilon; it seems most probable

Section from north to
the Coast. Eng.
R.

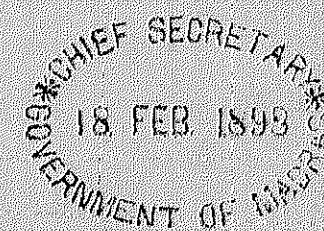
proposal to make his branch to Cochin on the metre gauge, you will see how very urgent it is that a formal proposal should emanate from him as soon as he can see his way to making it.

It would greatly facilitate things if you were to telegraph me his decision very briefly saying that full proposals would follow.

Meanwhile I have, in anticipation, given very detailed instructions to the Madras Railway Engineers who are resurveying the line that what is wanted is a 40 lakh Railway, if possible to obtain it.

Very urgent
Political (189) Department.

CURRENT No. *299*



From

The P.W.D. Branch

Order

No.

Dated

18th February, 1898

Received

Registered

Enclosures 4

Spare copies

SUBJECT.

Shoranur - Cochin Section

Forwarding a semi-official letter to the Resident in Travancore & Cochin together with a note by the Comd. Engineer for his consideration regarding the

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Quote



SHORANORE-COCHIN RAILWAY.

SUGGESTIONS FOR ITS FINANCING, WITH THE AID OF A CONTRIBUTION FROM THE RAJAH OF COCHIN.

Note by the Consulting Engineer for Railways, Madras.

The Madras Railway Company possess the power, under their Parliamentary Act of June 1854, to raise money for extensions by the issue of debentures guaranteed by the Secretary of State. There still remains, unutilized, a balance of available borrowing powers amounting to the sum of £2,519,210 or, at 1s. 3½d, to Rs. 390 lakhs.

2. The Madras Railway Company and the Secretary of State have recently agreed upon terms under which the latter is prepared to guarantee debentures issued by the former for the purpose of making the proposed Calicut-Cannanore extension, and similar terms will doubtless be mutually acceptable for the Cochin-Shoranore Branch.

3. The Calicut-Cannanore terms are as follows :—

- The extension to be part and parcel of the Madras Railway Company's system.
- The requisite Capital to be raised by the issue of State Guaranteed Debentures.
- The rate of exchange applicable to the monies so raised, and to the interest thereon, to be, for any half year, the average rate obtained by the Secretary of State for bills drawn on India in the preceding half year.
- A separate capital account and a separate account of gross earnings to be kept; working expenses to be calculated at the average rate prevailing in each half year over the entire system from time to time worked by the Company.
- Any excess of net earnings over interest chargeable on the Capital raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company, and four-fifths that of Government.
- Whenever the interest on the Debentures shall not in any half year be covered by the net earnings of the extension, the deficit shall be met, as far as possible, out of the surplus profits of the Madras Railway in that or the next succeeding half year.

Other conditions, about land, &c., are the same in the new agreement as in the old contracts by which the present undertaking is governed.

4. The estimates of the Shoranore-Cochin branch which have hitherto been framed have been based upon a length of 73 miles. But the most approved alignment is now said to be that *via* Koruttee and Alwaye direct, a distance of only 63½ miles. The first estimate, which was made by Mr. C. R. Dallas, was for 73 miles, to cost Rs. 151 lakhs. This was reduced by the Chief Engineer, Madras Railway, to Rs. 121½ lakhs, or if the 63½ mile alternative be adopted, Rs. 105¾ lakhs. But there seems reason to hope that further reductions may be made which may reduce the estimate to Rs. 76¼ lakhs or about Rs. 1,20,000 per mile.

5. It may therefore be taken, for the purpose of the present note, that the capital required to be raised will be 80 lakhs. His Highness the Rajah of Cochin talks of contributing half this, or 40 lakhs, leaving the remaining 40 lakhs, or £266,000, to be provided in England.

6. I presume that, in making this offer to invest so large a sum in the construction of a railway through his State, His Highness the Rajah is actuated partly by a desire for the development of his State, and partly by a wish to make more out of his money than he now makes by leaving it tied up at 3½ per cent. in Government paper.

I would, therefore, suggest that the following are very suitable terms for the financing of the Shoranore-Cochin line, so as to secure to His Highness a large interest in its success, while preserving its character as a *bonâ fide* part of the Madras Railway Company's undertaking.

7. A reference to the Calicut-Cannanore terms will show that it has been agreed between Government and the Company that, after interest has been paid on the guaranteed debentures, the balance of net earnings, technically called surplus profits, shall be divided in the proportions of one-fifth to the Company and four-fifths to Government. This, at first sight apparently inequitable, partition of net surplus profits is seen to be fair enough when it is explained that, though, if in any half year there should be insufficient profits to pay the guaranteed interest, such insufficiency is to be made good if possible out of the surplus profits, *if any*, of the Madras Railway in the next succeeding half year, yet there is no provision for its being made good out of the surplus of any subsequent half year after the "*next succeeding*" one. Thus, if one half year and the next succeeding one should both be bad half-years, the loss in insufficiency of earnings falls upon Government. In recognition of this risk it has been agreed that net profits are to be divided in what at first sight seem inequitable proportions.

8. That this view of the matter commended itself to the Board of Directors and shareholders will be seen on a perusal of the proceedings of their extraordinary meeting of 1st June 1897. At that meeting, on introducing the Directors' proposals to the shareholders, the Chairman specially noticed this point, and all concerned accepted it as perfectly reasonable that Government should take so large a share, as some compensation to them for "their risks and liabilities,—the large initial outlay,—the remote prospect of a return,—and the punctual payment of the interest guaranteed, an expenditure which must amount to many thousands of pounds before traffic can be developed or any earnings obtained."

9. The Rajah would probably desire to make a choice between two alternative ways of settling his investment, viz:—

- (a) That he should share with ordinary debenture holders in the advantages of security afforded by the Government guarantee, and so obtain only one-fifth of the proportion of net earnings accruing to his share of the capital.
- (b) That, having an advantage over the English investing public, in his personal knowledge of the country traversed and in his confidence in the success of a railway through his State, he should dispense with the Government guarantee and so secure the whole of the surplus profits accruing to his portion of the capital. Of these two, there can be no question that the latter is more worthy of the enlightened ruler of a very advanced Native State, and that it is the more sportsmanlike alternative also, and the one which will give His Highness a larger interest in the success of the railway.

10. If His Highness were only willing to invest his money on the condition of his sharing, with an unknown and far distant public, in a Government guarantee necessitated for that public by their entire ignorance of the conditions of the country to be served by the railway, all that would be necessary would be that he should apply for an allotment of debentures like any one of the public, and that like them he should take his chance of getting an allotment or not in the scramble.

11. But I understand from His Excellency the Governor that His Highness the Rajah's desire is to be intimately connected with the railway, both in its promotion and in its subsequent success, in a capacity and in a degree altogether different from those in which the ordinary holders of the debentures will be connected with it. I take it that His Highness desires to remain permanently in the position of the chief owner of the railway through his State, that is at least until 1907 when Government will become the owner of the whole Madras Railway Company's system, when doubtless means will suggest themselves, and may now easily be suggested, for continuing His Highness's property and interest in his own share of the line.

12. It seems to me that nothing could aid so much in inducing the investing public to come forward with the remaining capital on easy terms as the knowledge that His Highness, with his intimate personal acquaintance with all the conditions of the country, and with so many lucrative investments open to him, had deliberately selected the Shoranore-Cochin Railway as the most desirable investment for his money.

13. If I rightly understand His Highness the Rajah's wishes in the matter, the following sketch terms for financing the Shoranore-Cochin line are, I think, perfectly suitable:—

- (a) The Madras Railway Company to go to the market for debenture capital to the amount of the best estimate of the line, less the amount which His Highness the Rajah wishes to invest.
- (b) The debentures of the public to be State guaranteed. The Rajah's capital to be unguaranteed.
- (c) The extension to be part and parcel of the Madras Railway Company's system.
- (d) The condition as to rate of exchange to be the same as that of the Calicut-Cannanore Railway.
- (e) A separate capital account and a separate account of gross earnings to be kept for the branch. Working expenses to be calculated at the average rate prevailing in each half year over the Madras Railway Company's system.
- (f) The share of the net earnings which shall concern the Rajah shall be that share of them in any half year which bears to the entire net earnings in the same half year the same proportion which His Highness's share of the capital bears to the entire capital of the branch, as shown in the accounts of that half year. This share of net earnings shall belong to His Highness the Rajah.
- (g) The balance of net earnings, after deduction of the share referred to in clause (f) shall be applied, first, in payment, so far as it will go, of the interest on the guaranteed debentures; and what remains, if any, shall be divided between Government and the Madras Railway Company in the proportions of the four-fifths to the former and one-fifth to the latter.
- (h) A deficit of net earnings below interest in any half year shall be made good, if possible, out of the surplus profits of the Madras Railway in the next subsequent half year. But this clause shall apply only to the share of net earnings referred to in clause (g) and not to that referred to in clause (f).
- (i) Other conditions same as Calicut-Cannanore.

So far as I can judge, the above conditions ought to equally well suit the requirements of the Railway Company and the dignity of His Highness the Rajah and they seem to me to be all round equitable conditions. They are, however, the merest sketch, and will have to be elaborated in full detail as soon as His Highness has given official expression to his wishes and intentions in the matter.

MADRAS,
2nd December 1897.

(Signed) F. J. E. SPRING,
Consulting Engineer for Railways.

N.B.—See second note, dated 15th December 1897.

Quoted



SHORANORE-COCHIN RAILWAY.

Second Note by the Consulting Engineer for Railways, Madras.

From the old papers in this office I have obtained the following information. The route having been surveyed, and the method of financing it being under discussion, so early as 1868, the then Consulting Engineer for Railways with this Government recommended, in his letter to Government in the Public Works Department, No. 447, dated the 9th December 1868, that the Durbars of Cochin and Travancore should be invited to make a free gift of land, and also to join the British Government in guaranteeing a dividend upon the cost of the line.

2. When proposals for the network of lines, many of which now form important sections of the Madras and South Indian Railways, went forward to the Government of India with our No. 2397, dated the 20th September 1871, that Government in their reply, No. 129 S.R., dated the 24th January 1872, referring to the Shoranore-Cochin line, said "it would run entirely through the Native States of Cochin and Travancore, which are reported to have funds available, and it is believed that the chiefs would be ready to provide funds for the construction of a railway." In a subsequent letter, No. 446 S.R., dated the 4th April 1872, the Government of India, having considered the matter in their Foreign department, expressed the opinion that "contribution to a railway to Cochin should only be invited from the Native States of Travancore and Cochin if the railway were to be remunerative if viewed by itself, and should not be so invited if for other reasons than that of local advantage it was determined to construct the line on the broad gauge."

3. On a reference being made to the two Native States through the Resident, Mr. G. A. Ballard, that gentleman, in his No. 31, dated 3rd May 1873, in forwarding a reply from Dewan A. Sasthiab Sastri of Travancore, entirely concurred in the views expressed therein that Travancore had no use for railways, and opined that the views of the Cochin Dewan would be of similar tenour. But later on, in his No. 59, dated 10th July 1873, the Resident forwarded an able memorandum from Dewan T. Shungoony Menon of Cochin, undertaking on behalf of that State to share to the extent of seven lakhs in the cost of the railway, an amount estimated at that time to be about one-seventh part of its whole cost. Thereupon the scheme was shelved indefinitely, because as the Government of India remarked, in their reply No. 183 S.R., dated the 6th February 1874, they deemed it expedient to postpone consideration of the question of railway communication in Travancore and Cochin, having in contemplation the construction of railways in other parts of India where a greater desire is evinced for their early construction.

4. In September 1879 the Madras Railway Company put forward a proposal from a Mr. J. H. Aspinwall to promote a railway to Cochin but the suggestion was not favourably received by this Government.

5. Again early in 1880 certain promoters, amongst whom was Mr. R. B. Elwin, applied for a concession involving a guarantee of 4 per cent. for 20 years. In his note on this application the Consulting Engineer for Railways mentioned that by this time the Travancore Government were prepared to become a shareholder to the extent of two lakhs, and the Cochin Government to the extent of five lakhs. This Government rejected this proposal with regret, in their Order, No. 181 R., dated the 11th March 1880, but expressed the opinion that the object in view was deserving of encouragement, in the interests alike of the Travancore and Cochin States whose prosperity would react on the other provinces of Southern India, and of the Madras Railway Company whose traffic would doubtless be developed and its returns benefited by the construction of

the branch. The reasons for rejecting the proposals in question were of a political-financial nature. I do not know whether the Mr. Elwin who in 1880 was so anxious to be connected with the promotion of the branch was the same gentleman who in 1868, as Agent of the Madras Railway Company, expressed the very decided opinion that it would not be for the interest of his Company to construct this line.

6. From a perusal of this Government's Order, No. 449 R., dated the 30th June 1891, I find that the Cochin Durbar, as represented at that time by Dewan T. Govinda Menon, were willing to guarantee interest at 2 per cent. on a capital of 66 lakhs, for a period of 15 years, subject to the condition that they should not be called upon to make good, in respect of the guarantee, anything in excess of an annual payment of half a lakh.

7. It appears also from the same Government Order that the Travancore Durbar were by this time ready to give a guarantee of 1 per cent. on a capital of £ 500,000 for 12 years and also to give land free within the limits of the State, and to take shares to the extent of 2 lakhs.

8. In reviewing these offers this Government expressed the opinion that a guarantee of $3\frac{1}{2}$ per cent., the rate at which at that time it seemed probable that the necessary capital would be forthcoming, should be shared in the proportion of 2 per cent. by Cochin, 1 per cent. by Travancore, and $\frac{1}{2}$ per cent. by the British Govt.

9. From a perusal of the minutes of meeting of the Madras Railway, No. 7 of 1881, I find that the terms on which that Company were then prepared to work the branch, if made by a separate Company, were that they should receive 65 per cent. of gross earnings for working and for hire of rolling stock, leaving 30 per cent. of gross earnings for the promoters.

10. Since sixteen years ago things all round have changed very greatly. Money for Indian railways is obtainable at $2\frac{1}{2}$ per cent.—*vide* the success of the issue of debentures a few days ago for the Calicut-Cannanore line. Moreover, the Madras Railway Company will nowadays be willing to work the extension as an integral part of their system, and to do so will probably cost 50 per cent. of gross earnings instead of 70.

11. We are now considering the unofficial offer of the Rajah of Cochin to take 40 lakhs worth of shares in the proposed railway, a great advance on the cautious, but at the same time for that day very sporting, offer of his predecessors. It will probably be found on enquiry by the Resident that the Travancore Durbar do not desire to fall short of their Cochin neighbour in readiness to come forward in aid of this scheme from which both States will undoubtedly derive very material advantages.

12. In my note, dated the 2nd December 1897, I suggested terms designed to secure to His Highness the Rajah of Cochin all the benefits which he is entitled to expect as the result of his offer to invest 40 lakhs in the proposed railway. I now propose that it be suggested to the Travancore Durbar that the Government guarantee of $2\frac{1}{2}$ per cent., which is all that will probably be necessary, of interest upon the cost of the actual mileage of railway within the borders of the State should be underwritten by Travancore.

13. This note may, I think, go with advantage to the Resident in Travancore and Cochin, for consideration with my other note. It will help to put him on the track of former correspondence and to elucidate matters for the two Durbars.

(Signed) F. J. E. SPRING,
Consulting Engineer for Railways, Madras.

15th December 1897.

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Note for the Resident, by the Consulting Engineer for Rys.

Since my notes dated 2nd and 15th December 1897 were written, I have had the advantage of more than one interview with Mr. J. D. Rees, C. I. E., the Resident in Travancore and Cochin, upon the subject of His Highness the Rajah of Cochin's proposals regarding the projected Railway. Mr. Rees has showed me a letter from Mr. P. Rajagopala Chari, the Dewan of Cochin dated Ernakulam 24th January 1898, in which His Highness the Rajah's wishes are very clearly expressed. From a perusal of this letter it is very evident that His Highness' desire is to be a proprietor, as far as he can, of a Railway which will be of great importance to his State. His Highness clearly foresees that the Railway may not at first be remunerative but in spite of that, and of the probability of its not paying more than $3\frac{1}{2}$ per cent he desires as far as possible to become its proprietor.

2. The Dewan asks many very pertinent questions in regard to points either not made very clear in, or misunderstood from, my previous notes. I have given Mr. Rees full information which he will doubtless by this time have communicated to the Dewan so that it will be unnecessary that I should repeat it here.

3. A perusal of the Dewan's memoranda of His Highness the Rajah's wishes has suggested to me an alternative whereby it may be possible for the Rajah to become immediately possessed of the Railway, with comparatively little addition to the Capital, 40 lakhs, which he is now in a position to invest in it. This suggestion is that the Shoranore-Cochin Railway should be made on the metre gauge, and that it should be made in the most economical manner possible.

4. There is not a shadow of doubt but that the metre gauge will amply suffice to carry all the traffic that ever can come to it whether passengers or goods. It is good enough for the rich plains of Tanjore and Trichinopoly, and it must, a fortiori be good enough for any other part of the Madras Presidency. A year ago such a proposal would have been blocked by the aversion of the Madras Railway Company from working branches on a different gauge from their own. But now they are happily better advised, and they have officially intimated their desire to make and work metre gauge branches. Indeed their agreement with the Nilgiri Railway Company, to work that line for what will in all probability practically amount to the same percentage of working expenses to gross earnings as prevails on the home line, is now nearly settled.

5. This difficulty being got over, there is no doubt but that a metre line costing possibly 40, possibly 50 lakhs, will return a proportionately better percentage on its capital cost than a broad gauge line costing double that sum. I have been very carefully through the plans and sections of the line, and feel fairly sure that if His Highness the Rajah is satisfied with the metre gauge he can very nearly, if not quite, get it for his money, plus such savings as his State may make during the two years of construction, plus perhaps a small additional sum, the borrowing of which can doubtless be arranged for, and which it may even be possible to persuade the Government of India to advance.

6. The great advantages of directly financing the Railway in the simple fashion of His Highness advancing practically the whole of the money and offering to hypothecate the savings of his State for the balance, are too obvious to need pointing out, but the chief of them would be that it will no longer be necessary to use the agency of the Madras Railway Company with all its concomitant entanglement of London control &c., &c., for the raising of the money. Neither will it be necessary to ask the Travancore Government for a guarantee which I understand that they are unwilling to offer.

7. About land, an item which on the West Coast will apparently cost a higher proportion of the total than is usual elsewhere. The Engi-

neers must be instructed to economise in land as much as is possible, and in this way, and by the use of lower banks than were used on the somewhat extravagant broad gauge scheme, it will undoubtedly be possible to secure considerable economy.

An important question if the line were to be made on the previously proposed conditions, would be the incidence of the cost of land. Under Government of India orders a Native State is supposed to always provide land free. But if His Highness the Rajah is to become at once the proprietor of his own line it does not seem at first sight to matter very much whether the cost of land comes out of the Capital set aside for railway purposes or from the General Revenues of the State. Still I should advise that in putting forward his offer to provide the money for the line, His Highness should stipulate that the cost of land shall be shown in the accounts as an integral portion of the cost of the Railway, and not as a separate charge in the accounts of his State.

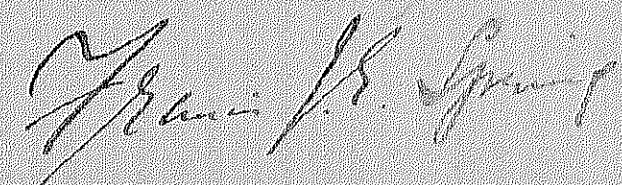
8. I do not foresee any practical difficulties in His Highness the Rajah of Cochin ^{owning} the section of the Railway which passes through Travancore territory any more than if he owned a Cotton Mill in that State. It would be a question, for the Resident in Travancore and Cochin to advise about, whether or not it would be politic that under the Government of India's Circular the Travancore Durbar should be pressed or not to give land free for the Cochin Rajah's Line through their State. I am disposed to advise that they be not asked to contribute in any way whatever to the Cochin line, even to the extent of providing free land, unless perhaps to the extent of making no charge for the State's interest in the land though permitting Cochin to disburse the amount decreed to all other proprietors below the State down to the actual cultivator. I would suggest that this would be a detail that might best be left for settlement to the good offices of the Resident and which it will be unnecessary to trouble Government about.

9. I now proceed to formulate the suggestions which I would make, and I wish it to be clearly understood that these proposals emanate from me personally as Consulting Engineer for Railways, and should not be taken as emanating from me as Joint Secretary in the Public Works Department. Nevertheless as a fact they have been informally examined and approved by His Excellency the Governor in Council, from which it may be understood that if His Highness the Rajah sees fit to put them forward they have every chance of acceptance.

10. I advise that His Highness the Rajah write officially to say that he is very desirous of getting the railway made which has been so long talked about, and that he would prefer to be the sole proprietor of it if possible. That as advised at present he can see no possibility of accomplishing his purpose unless the line be made on the metre gauge. That he therefore proposes that this gauge should be adopted. That he is prepared to provide funds, immediately to the extent of 40 lakhs and during the next so many years at so many lakhs per annum more or less. That he asks for no guarantee, and will claim the same percentage of surplus profits, if the line is worked by the Madras Railway Company as in similar circumstances the Government of India would claim. [Usually $\frac{4}{5}$ th to Government (or to the Rajah) and $\frac{1}{5}$ th to the Company, after $2\frac{1}{2}$ per cent, or 3 per cent or whatever is the prevailing rate of interest for money, has been set aside for the State (or for the Rajah). The object is to give the Company an inducement for economical working.] That in Travancore territory he proposes to be the owner of the line, and if absolutely necessary to pay for the land also. That as regards land in his own State he proposes to pay for it. But he stipulates that throughout the whole line ^{the} cost of land be reckoned as an integral part of the capital cost of the line in order that if the cost of the line should at any time, or owing to any extensions or developments be brought into the calculation of share of surplus profits he may be secure in all the advantages of his investment. That it is his wish that the line should at once be set out again on the ground in order that all the benefits of the adoption of the metre gauge in cheapening first construction may be secured. That he is anxious to lay down the money as fast as the Madras Railway Company are prepared with plans

and sections, and can provide the necessary construction staff, and that he would wish that construction should begin as soon as possible from Shoranore so as to facilitate access to his Capital at as early a date as possible. That pending the completion of a reliable estimate on a metre gauge basis, His Highness can say nothing very definite about the extra Capital, if any, that may be found wanting: but that, if it should appear that the line must cost more than the 40 lakhs now available, plus such savings as may be possible in the revenues of the State between now and the date of the Railway's completion, His Highness the Rajah ventures to hope that the Government of India may by that time find it convenient to give him some temporary assistance in order that it may not be necessary for him to go to the banks. That he particularly desires that the Madras Railway Company should not be concerned in the raising of the Capital. But that it is his hope that they may be willing to construct the line and to work it on reasonable terms.

11. If some such proposals as the above are now sent in by His Highness the Rajah, with an assurance by the Resident as to the certainty of the money being forthcoming, it will be possible to address the Government of India without further delay. Meanwhile in anticipation, I have instructed the Madras Railway Company's Engineers to go on with their survey on the supposition that the line is to be a metre gauge line, and to cost if possible not much more than 40 or 50 lakhs.



Consulting Engineer for Rys.

*Very Urgent**6*

Government of Madras,

Public Works Department, Railway Bh.

Madras, the 18th February 1898.

My dear Rees,

I now return the copy of a letter dated 24th January 1898, from the Dewan of Cochin, and also of a letter dated the 25th January 1898, from the Dewan of Travancore.

A.G. O. in this Department will go to you immediately through the Political Department about the Travancore line.

As regards the Cochin line, I have drawn up the enclosed Note. It emanates not from me as Joint Secretary, but from the Consulting Engineer. But as you will see in the Note it has the full approval of His Excellency the Governor in Council.

The intention of the Note is to clear away whatever doubts you or His Highness the Rajah may have had about procedure, and to suggest how His Highness might easiest attain to his wishes as expressed in his Dewan's letter of January 24th. His Excellency and Honourable Members agree that a metre gauge line will more than amply fulfil all requirements, and they have gone so far as to instruct me to address the Government of India to the effect that it is most desirable that even at the last moment, when construction was about to commence, the gauge of the Calicut-Cannanore Railway should be also be changed to metre. The Madras Railway Company have expressed their readiness to make and work metre gauge lines, and in view of a suggestion that they should make the Podanur Dindigul Line on that gauge, and then convert the Podanur-Mettupalayam Section: in view also of the probability of extension northwards to the Mysore Plateau and into Canara, and southwards to Quilon, it seems more than probable that the Podanur-Calicut Section may later on be converted.

At this problem must now be laid before the Government of India, and as it is very urgent that the gauge of the Calicut-Cannanore Line should be settled before more money is spent on it, and as all this hinges on His Highness the Rajah's proposal to make his branch to Cochin on the metre gauge, you will see how very urgent it is that a formal proposal should emanate from him as soon as he can see his way to making it.

It would greatly facilitate things if you were to telegraph me his decision very briefly saying that full proposals would follow.

Meanwhile I have, in anticipation, given very detailed instructions to the Madras Railway Engineers who are resurveying the line that what is wanted is a 40 lakh Railway, if possible to obtain it.

Yours sincerely,

J. E. Spring

To,

J. D. Rees, Esquire, C. I. E.,

Resident Travancore and Cochin (thro' Political Deptt).

Through a bit of cutting through important territory

The Rf branch is always marking papers V.E. in the most insignificant way

Note for the Chief Secretary

As this paper has been marked V.E. by the Railway Branch a draft has been put up, but it is submitted that it is unsafe to treat these proposals in a summary manner.

There is one part of the proposals which is, it is sub^d, politically objectionable. The line is apparently to pass through Travancore as well as Cochin and the Raja of the latter state is to be the owner of the whole line (please see the summary of his proposals contained in para 10 of of the Consulting Engineer's note). This arrangement must raise the question of jurisdiction which, seeing that the Travancore Durbar is unwilling to take any financial responsibility in the project, will become complicated. It is undesirable moreover that a Native Chief should engage in

[G]
2-5-97.

C. No.

SUBJECT.

Correspondence with
the Resident in Travancore
& Cochin re Shoranore
to Cochin Railway.

~~HIS EXCELLENCY THE GOVERNOR.~~

- (1) THE HON'BLE SIR HENRY BLISS, K.C.I.E.
- (2) THE HON'BLE MR. GROSE, C.I.E.

FOR ORDERS.

In His Excy's absence it
is desirable that Hon. Memo.
should see the D.O. I propose
to send to ~~the~~ Mr. Rees in
forwarding Mr. Spring's D.O.
on the proposal that Cochin
should finance the entire
length of the line from
Shoranore to Cochin.

It is almost certain that
the Travancore Durbar will
object to Cochin becoming
proprietor of 15 miles of
railway running through
Travancore Territory, and
they have already objected
to advancing any money
themselves for the line.
If therefore the scheme is
ever carried out, it will

would give him proprietary rights
schemes which ~~would be~~ ^{would be} ~~for him~~
beyond his own territories (Paras
168 to 176 of Supp. Vol I contain Page 183 et seq Such a proposal.
the 4 of 9 rulings re Railways in
Native States and paras 3 &
5 of the resolution reproduced on
pages 187 & 188 of that volume
show clearly the complications
likely to arise in the ~~general~~ matter
of jurisdiction.

It is submitted that this
question is not one which can be
settled by the Resident alone &
that the Foreign Dept. should
first be consulted before any
proposals are placed before the
Durbar.

Chd.
Vide D.O. the
Resident in Trav. & Cochin.
drawn up under
my instructions.
H.A. 22.2.98

probably be only after prolonged negotiation & delay. I have warned Mr Spring that this is likely to be the case.

Mar 22 98.

Office file under office
copy of copy of Ry.
of Scaps & Co. Ltd. Re.
of the Memorandum
with Rs 132, 721. 2 98.
Cus

Indian Political
Practice

29
23/2/98

Cochin might pay Travancore
for the land acquired but
this would require India's
prior approval

50

My friend Mr. J. B. ...
Political Dept:
D.O. 2, 24-2-98

My dear Rees,
In passing ^{on} the accompanying
D.O. from Spring on the subject of the
Shoranur-Cochin Railway together with ^a
file of connected papers (of which please
return all originals), I would draw your
special attention ^{in connection with} to paragraph 2 of the
Consulting Engineer's last note ~~and in~~
~~connection therewith to refer you to para-~~
graphs 168-176 of Tupper's Volume I. It
will be necessary for you, before submit-
ting any proposal which the Raja of
Cochin may desire to make on these papers,
to (carefully) sound the Travancore Barbar
as regards the land in that state re-
quired for the construction of the line.
~~Under~~ Under the orders of the Govt. of
India the Travancore Barbar is of course
bound to supply lands free of charge for
any railway lines which the Paramount
Power may consider necessary, but the
^{proposed} ownership ~~of~~ ^{by the Raja of Cochin} the proposed line intro-
duces difficulties in the present case.
Therefore ^{very} the matter ~~will~~ requires careful treat-
ment. Spring is of course ^{misshaken} ~~wrong~~ from a
political point of view as regards his
^{illustration} ~~statement~~ that there would be no objec-
tion to the Raja of Cochin owning a cotton
mill in Travancore; there are grave objec-
tions to a ruler of one state obtaining
^{a native} ~~in another~~ proprietary rights ~~beyond his own terri-~~
tories. It may be possible if both the
Barbars

Darbars agree to the plan sketched out by Spring to induce the Foreign Dept: to permit Cochin to own ~~the~~ a line which passes through a part of Travancore, but it ~~seems~~ ^{ultimately} necessary for the success of the scheme that the joint consent of the Darbars should be obtained to it. In replying, will you please enclose a report on the financial capabilities of Travancore and Cochin as desired in the Foreign Dept. telegram No. ⁴³⁷⁶ ~~12~~, d/the 1st Decr. in the file. Your reply should of course be forwarded through me.

Whether the consent of the Travancore Darbar is likely to be given it is for you to ascertain.

*Ans
22-2-98*

*At
22.2.98*

*J. D. Rice Esq. C. I. E. ICS
with c no 299 in original
with 4 enclosures thereto
and notes by the Consulting
Engineer for Railways
d 2nd and 15th Decr 1897, origl
of P.O. no 1445 of 97, copy of
telegram P.W.D Madras to P.W.D
Srinagar d 8-11-97 and copy of
fo no 694-R d 20-9-97*

*Despatched
24-2-98*

By Tel. by the Resident Travancore d 15-2-98 (for no 1749)

*Mr. Spring's note flag V
in G.O. 132, d/ 31-2-98.*

51

Note for the Public Works Department,
(Railway Branch)

No 524 d 24-2-98

In returning the accompanying file connected with the D.O. to Mr. Rees dated the 18th February 1898, a copy of the covering D.O. sent to the Resident in Travancore is forwarded for information. It will be seen that there are objections from a political point of view to dealing with the matter hastily and without full deliberation, as complications may arise from the proposal that the Raja of Cochin should be owner of the whole line, part of which passes through Travancore.

As regards the instructions issued in the Railway Branch for the resurvey of the line and the possible waste of money on the Calicut-Cannanore Railway, the Political Dept. is not concerned; the matter is one which must necessarily be disposed of with caution and will involve a reference to the Foreign Dept. of the Govt. of India.

It is not improbable that the Travancore Darbar will raise difficulties involving a prolonged postponement of the whole scheme.

At 22.2.98

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189

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