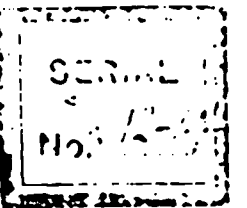


Public Works (1893) Department.



G.O., No. 1069 R

DATED 31st July

[Despatch Abstract.]

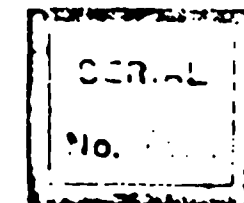
*Connection between the S. I. Ry & Southern Indian
Railway - Forwarding to the Government of India, a
further letter on the subject of a project for the —
and for the extension of the Mysore Railways to Mangalore —*

BACK PAPERS..

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

FURTHER PAPERS.

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



The Chamber of Commerce,

MADRAS, 13th July, 1893.

FROM

THE HON'BLE MR. J. A. BOYSON,
CHAIRMAN, CHAMBER OF COMMERCE,
MADRAS.

TO

THE SECRETARY,
TO THE GOVERNMENT OF MADRAS,
P. W. D. (RAILWAY BRANCH),
OOTACAMUND.

SIR,

I have the honour to acknowledge receipt of the Order of the Madras Government, No. 965 R., dated the 22nd June, referring to the Chamber's letter to the Government of India protesting against the construction of a line of railway from Erode to Mysore *via* Nanjangud. As the Order states that "the Governor-in-Council is unable to endorse the views of the Chamber of Commerce on the subject of the proposed connection of the South Indian Railway system with the Southern Mahratta Railway and the extension of the Mysore Railway to Mangalore," it is evident that the Government has misread the Chamber's letter, for in the last paragraph of that letter it was distinctly stated that the Chamber had no objection to the extensions from Hassan to Mysore and from Mangalore to Hassan and Arsikere. I have therefore to reiterate that the Chamber only objects to the proposed connection between Mysore and Erode *via* Nanjangud.

The Order further imputes to the Chamber a total disregard of any advantage that might possibly accrue to Southern India by the linking up of these two narrow gauge systems. This imputation the Chamber respectfully but firmly repudiates. The Chamber did not overlook the fact that some development of trade and of local convenience might follow the construction of the line, but it did not anticipate that any material advantage would be gained by Southern India, and considered that the disadvantages to British interests generally and to British railways that would result from the proposed scheme would greatly outweigh the advantages.

The Chamber was of opinion that Marmagao, with the superiority it undoubtedly possesses over all other West Coast ports of this Presidency in being accessible for shipping operations throughout the South West Monsoon—during, say, 4 months in the year, when other West Coast ports are practically closed—aided by cheap freights and low railway rates over long leads with no intermediate break of bulk, would attract much of the trade, in Imports as well as in Exports, that now flows to Madras and other ports of the Presidency. A further diversion of trade, though perhaps to not so serious an

extent, would be likely to take place to the foreign port of Karrikal, which is not handicapped by the fetish of Free Trade.

The Chamber, in short, objected to additional facilities being afforded for the diversion of the trade of this Presidency from British to Foreign Ports and from the Madras Railway to the Mysore State Railway.

The Madras Government is of opinion that "it is extremely probable that both the Madras Railway and the Port of Madras would share in the increase of the general prosperity which may be looked for from the obviously desirable connections and extensions referred to," an opinion which, so far at least as the Erode-Nanjangud-Mysore connection is concerned, the Chamber, as at present informed, is entirely unable to share. Mr. Noble Taylor, the Chairman of the Madras Railway Company, speaking at the last Annual General Meeting, also said that the Madras Railway, which is already crossed at Katpadi and Renigunta by other competing lines would "be further injured if the Mysore-Erode line is carried out." If, therefore, Government is in possession of special information upon which it has based the opinion quoted above, the Chamber respectfully requests that this information be imparted to it.

I have the honour to enclose a copy of this letter and to request that it may be forwarded to the Government of India.

I have the honour to be, Sir,

Your most obedient servant,


Chairman.

His Excellency the Governor
Lieut. Gov. Madras
Mr. W. J. Parson

Station _____ date _____ 18 .

OFFICE NOTE.

15.6
Recd. 19.7.53

The Chamber views have been sent before
India already. There is nothing in this letter
I think it might be simply recorded?

WJ
23 July.
The Chamber's account of the
subject - to the India
Commission -

WJ
27 July
The Chamber's letter to the
C. of Commerce of India - this
R. S. D. one.
The expression "the future of Free
Trade" is something new from
a British Chamber in India?
Are the Indians of use?
24.7.53

Wednesday

WJ WJ

H. M. His Excellency the Governor
appears to desire this to
be sent to India -

Very much. Forwarded in
8 Nov. 28
7
WJ 28 July.

From -

21
7

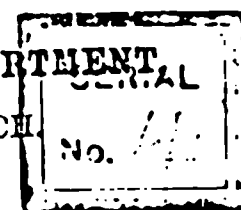
Forward the letter
8 Nov 28

From the remark in para 1
is a speculative one -
and appears to require
To no reply - As the last
from the Chamber of
Commerce asks for
any special information
as to increase of
traffic due anticipated
from these new lines.
India has also asked
to furnish them
with this information
Bengal - and the
Madras Dept. have been
asked - When it comes
may the C. of Commerce
be communicated
with?

No. 1069 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT
RAILWAY BRANCH



To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

31st July 1893.

SIR,

In confirmation
of my letter No 966 R,
dated 22nd June 1893, I
am directed to forward
for the information of the
a further letter dated
13th July 1893 from the
Chairman, Chamber of
Commerce Madras on
the subject of a project
for the connection betw
the S. I. Railway & S. R.
& for the extension of the
Mysore Railway to Mysore

M. L.

29

7

Info kept with our Com.
1-2-93.