

CONCERNS BOTH BRITISH INDIA  
AND INDIAN STATES.

# Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 125/R

DATED 25<sup>th</sup> September

[Despatch Abstract.]

*Trinnevelly - Quilow Railway.* — Ordered that the Govt of India & the Secretary of State be addressed on the subject of further negotiations in connection with the construction of the proposed —

Forwarding Copy of proceedings on correspondence relative to further negotiations in connection with the proposed.

# BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

25TH SEPTEMBER 1893, No. 1251 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Resident in Travancore and Cochin, to the Chief Secretary to Government, dated Courtallam, 8th August 1893, Ref. on C. No. 1526/93.

I have the honour, with reference to G.O., dated 10th July 1893, No. 435, to forward, for the very favorable consideration of Government, copy of a letter from the Dewan of Travancore, in which he expresses the disappointment of his Government at the failure of the negotiations with Messrs. Armstrong and Co. for the construction of the Tinnevely-Quilon Railway *via* the Ariankavoo pass when it was so near its completion and records the strong desire of his Government "that matters should be so arranged through the India Government as to bring about the accomplishment of this important scheme." He then proceeds to request me to move the Government to see if any firm can be induced to undertake the financing and construction of the railway, and observes, with reference to G.O., dated 3rd September 1890, No. 424, that if the British Government or any firm wishing to construct consider that further action by way of survey and estimates for this Ariankavoo line are necessary in view to definite terms being settled, his Government will be glad to have proper arrangements made for the purpose.

2. There can be no question that this failure and the consequent indefinite postponement of this scheme for connecting Travancore with the railway system of India is much regretted by the Government and leading officials and the trading classes of Travancore and that the Durbar much desire the assistance of the British Government in reviving the project and carrying it as early as possible to a successful termination, and that with this object that they are prepared to meet the British Government more than half way in any plan they may propose for effecting their wish. They are keenly alive to the fact that owing to the difficulty of a Native State offering encouragement to British capitalists to construct the link from Tinnevely to Shencottah, which will connect their proposed railway with the British system, they are virtually unable to undertake independently the construction of their portion of the line, that from Shencottah to Quilon, because there can be no question that an independent line beginning at Shencottah and supplied by road traffic from the Tinnevely district would be at a great disadvantage. The difference in its earnings must be very considerable; so considerable that probably the Travancore Government would not be able to look forward to any reduction in their guaranteed interest by a share in the savings in excess of the guarantee. So important do they consider this junction, that, having regard to the fact that Messrs. Armstrong and Co. appeared to be able to raise the necessary capital for the construction of the whole line at about 3½ per cent. guaranteed for 13 years, if the objection raised by the Secretary of State regarding the guaranteeing of interest by a Native State for a railway running through British territory could be waived, I think they might be prepared to guarantee the Shencottah-Tinnevely section of the line for a limited period on the understanding that the sums paid by them as guarantee should be gradually refunded when the railway earnings sufficed for this purpose.

3. I beg also to draw especial attention to the readiness expressed by the Durbar to have whatever may be lacking in the existing surveys and estimates supplied if this information is necessary for financial purposes, and I believe that the Durbar

will be prepared to view favorably a suggestion from the Government that the whole line should be surveyed and estimated for *de novo* throughout by a Government of India party, Travancore bearing the charge proportionately to the work done in its territory. This course, it seems to me, would be the most satisfactory, for I rather doubt whether the information now before Government would suffice for the preparation of detailed working estimates, whilst such estimates, I submit, are necessary before definite action in the way of financing the scheme is taken.

4. It will be observed that the Durbar still adhere to the Tinnevelly-Quilon (via Ariankavoo) line, which was advocated by Dewan Ramiengar in 1883 and approved by the Madras Government in paragraph 4 of G.O., dated 22nd September 1883, No. 1018 R., Public Works. The arguments set forth so forcibly by that Dewan are still held as valid, whilst the development of tea plantations in the neighbourhood of Ariankavoo, the reservation of immense tracts of forest both to the north and south of the proposed line in this region, the formation of teak plantations there and at Koniur some little way to the north, the establishment of a paper factory at Punalur town, and the extension of cultivation and increase of population in this rich portion of Travancore territory render the case even stronger than it was at that time. It is also held by some that if the canal system as a feeder to the railway needs supplanting, as it assuredly will, by railway feeders, such feeders to this trunk line, bisecting as it will the Travancore country, will best be thrown off from it, from Punalur probably southwards to Trivandrum and Nagercoil and northwards by Kóttayam to Ernakulam. Considering the resources of Travancore and of Cochin, the possibilities of the ports of Quilon and Cochin also, for that port too will come within the influence of the railway, and the effective feeders which the trunk line will possess, there can be no reasonable doubt that the extension now desired will in time become highly remunerative and indirectly increase the prosperity, not of Travancore and Cochin only, but also of the neighbouring British districts, by opening new outlets and markets for their surplus productions.

## ENCLOSURE.

From the Dewan of Travancore, to the British Resident in Travancore and Cochin, dated Trivandrum, 28th July 1893, No. 2003 P.W.

I have the honour to acknowledge receipt of your No. 1385, dated the 18th instant, forwarding copy of Madras G.O., No. 858 R., dated the 21st June 1893, which embodies a despatch from the Secretary of State for India intimating that the negotiations with Messrs. Armstrong and Co. in regard to the Tinnevelly-Quilon Railway have lapsed.

2. Sensible as this Government is of the vast benefit to the material interests of the country by the opening of a railway, it feels disappointed at the failure of the negotiation when it was so near conclusion. Nothing this Government could desire more than that matters should be so arranged through the kind intervention of the India Government as to bring about the accomplishment of this important scheme.

3. I observe that when these negotiations were in progress, Messrs. Cameron, Christholm and Co. of Quilon on behalf of Messrs. Arbuthnot, Latham and Co. of London, Messrs. Macfadyen and Co. of London and their Agents Messrs. Arbuthnot and Co. of Madras, Messrs. Darley, Butler and Co., and Messrs. Sarton, D. Grant and Co. of London severally moved for information in regard to the project, but that until the negotiations with Messrs. Armstrong and Co. terminated one way or the other, this Government was not in a position to open negotiations with any of the abovementioned firms. I have the honour to request you will be good enough to move the Government of Madras to kindly see if any of these or any other firms can be induced to undertake on reasonable terms the financing and construction of the proposed railway.

4. I observe that Madras G.O., No. 486 R., dated the 17th June 1886, embodies the Acting Chief Engineer's letter No. 5011, dated the 21st August 1885, together with a report on, and estimates for, the line finally agreed upon, viz., that surveyed by the Public Works Department of this State, and from G.O., No. 424, dated the 3rd September 1890, communicated to me with your No. 1036, dated the 15th idem, I gather that, for purposes of formulating definite proposals for the construction of a railway, no further surveys or estimates are needed. If, however, any firm prepared to undertake the work or the British Government consider further investigation of the line through Ariankavoo necessary in view of definite terms being settled, this Government will be glad to have proper arrangements made for the purpose.

No. 1395, Political.

Transferred to the Public Works (Railway) Department.

OOTACAMUND,  
12th August 1893.(Signed) J. F. PRICE,  
Chief Secretary.

ORDER—dated 25th September 1893, No. 1251 R., Public Works.

Ordered that the Government of India and the Secretary of State be addressed.

[Here enter No. 1252 R., dated 25th September 1893.]

(True Extract.)

Joint Secy. to Govt., P.W.D.,  
Railway Branch.To the Consulting Engineer for Railways.  
„ Political Department.End. C. A. Maniawmy.  
Spare Copies

RAILWAY.

Govt. of {1893} Madras.  
PUBLIC WORKS.

Dated September, 25th.

Recd.

Encl.

G.O., 25th Sept. 1893, No. 1251 R.

SEPTEMBER.

Tinnevelly-Quilon Railway

Ordered that the Government of India and the Secretary of State be addressed on the subject of further negotiations in connection with the construction of the proposed —.

25TH SEPTEMBER 1893, No. 1252 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, Esq.,

Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

With reference to correspondence ending with your endorsement No. 553 R.C., dated 2nd June 1893, communicating a despatch from the Right Honorable the Secretary of State for India on the subject of the termination of negotiations with Messrs. Armstrong and Co. in regard to the proposed Tinnevelly-Quilon Railway, I am directed to forward, herewith, copy of Proceedings of this Government, No. 1251 R., dated 25th September 1893, embodying letters from the Dewan and the British Resident in Travancore, with an expression on the part of this Government of regret at the failure of negotiations with Messrs. Armstrong and Co. and of its hope that further negotiations may be successful.

2. I am to add that a copy of the Proceedings referred to is also being forwarded to the Secretary of State.

I have the honour to be,

Sir,

Your most obedient servant,

Joint Secy. to Govt., P.W.D.,

Railway Branch.

OOTACAMUND,

25th September 1893.

Encl. O. A. Muniswamy.  
Spare Copies

RAILWAY.

Govt. of {1893} Madras.  
PUBLIC WORKS,

Dated September, 25th.

Recd.

Encl.

25th September 1893, No. 1252 R.

SEPTEMBER.

Tinnevely-Quilon Railway

Forwarding copy of Proceedings on correspondence relative to further negotiations in connection with the proposed —.

25TH SEPTEMBER 1893, No. <sup>10</sup>/<sub>1261</sub> R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

With reference to your Lordship's despatch to His Excellency the Governor-General of India in Council, No. 35, Railway, dated 27th April 1893, communicating the lapse of negotiations with Messrs. Armstrong and Co. in regard to the proposed Tinnevely-Quilon Railway, we have the honour to forward a copy of our Proceedings, No. 1251 R., dated 25th September 1893, with an expression of our regret at the failure of negotiations with the promoters referred to and of our hope that further negotiations may be successful.

2. We have forwarded a copy of our Proceedings to the Government of India also.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) WENLOCK.  
( „ ) H. E. STOKES.  
( „ ) J. H. GARSTIN.

OOTACAMUND,  
25th September 1893.

Encl. C. A. Muniswamy.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honorable  
the Secretary of State for  
India.

No.  $\frac{10}{1251 R}$ , dated 25th Sept. 1893.

FORWARDING copy of Proceedings on correspondence relative to the construction of the proposed Tinnevelly-Quilon Railway with an expression of regret at the failure of negotiations with Messrs. Armstrong and Co. and of the hope that further negotiations may be successful.

No. 2068

Kuzum Butcher

Tiruvandram 28<sup>th</sup> July 1893

From

The Dewan of Travancore

To

The British Resident

in Travancore and Cochin

Sir,

I have the honor to acknowledge receipt of your No. 1365 dated the 18<sup>th</sup> instant forwarding Copy of Madras Government order No. 958 R dated the 21<sup>st</sup> June 1893 - which embodies a despatch from the Secretary of State for India intimating that the negotiations with Messrs. Armstrong and Co. in regard to the Tinnevelly-Quilon Railway have lapsed.

2. Sensible as this Government is of the vast benefit to the material interests of the country by the opening of a railway, it feels disappointed at the failure of the negotiation when it was so near conclusion. Nothing this Government could desire more than that matters should be so arranged through the kind intervention of the India Government as to bring about the accomplishment of this important scheme.

3 I observe that when these negotiations

were in progress, Messrs Cameron Christy  
and Co of Quilon on behalf of Messrs  
Arbuthnot Latham and Co of London  
Messrs Macfadyen and Co of London  
and their agents Messrs Arbuthnot  
and Co of Madras, Messrs Darley Butler  
and Co, and Messrs Sartons & Grant  
and Co of London generally moved for  
information in regard to the project, but  
that until the negotiations with Messrs  
Armstrong and Co terminated one way  
or the other this Government was not in  
a position to open negotiations with  
any of the abovementioned firms. I  
have the honor to request you will be  
good enough to move the Government  
of Madras to kindly see if any of these  
or any other firms can be induced to  
undertake on reasonable terms the  
financing and construction of the  
proposed Railway.

4. I observe that Madras Government  
order N<sup>o</sup> 486 R dated the 17<sup>th</sup> June 1886  
embodies the Acting Chief Engineer's letter  
N<sup>o</sup> 5041 dated the 21<sup>st</sup> August 1885 together  
with a report on, and estimates for,  
the line finally agreed upon viz that  
surveyed by the Public Works Department  
of this State, and from Government order  
N<sup>o</sup> 424 dated the 3<sup>rd</sup> September 1890

Communicated to me with your N<sup>o</sup> 1036  
dated the 15<sup>th</sup> idem, I gather that for  
purposes of formulating definite  
proposals for the construction of a  
Railway no further surveys or estimates  
are needed. If, however, any firm pre-  
pared to undertake the work or the  
British Government consider further  
investigation of the line through Ariankam  
necessary in view to definite terms being  
settled this Government will be glad  
to have proper arrangements made  
for the purpose.

I have &c

(Signed) Shrinagar Sobhy  
Deewan

/True copy/

H. S. J. J.

President.

Enclosure No 1 to Resident's letter  
Ref: on c n. 1526 of 8<sup>th</sup> August 1893  
93

From  
The Dewan of Travancore  
To  
The Resident in Travancore  
Cochin

Dated 25<sup>th</sup> July 1893  
Received 30<sup>th</sup> do

No 2068  
S. I. P. W.  
On 7900/93

Requesting to move the Government  
of Madras to see if any firm  
can be induced to undertake  
on reasonable terms the financing  
and construction of the proposed  
Tinnevely, Quilon Railway via  
Arcan Kuvu.

|              |
|--------------|
| 1893         |
| Resident     |
| Enclos. No 1 |
| 2            |
| C. N. 1003   |

Ref: on c n. 1526  
93

Resident's Office in Arcan  
Courtallam, 8<sup>th</sup> August 1893  
Mese 1

From  
To

H. B. Grigg Esquire M.A., C.I.C.  
Resident in Travancore and Cochin

The Honorable J. F. Price  
Chief Secretary to Government  
Fort St. George

Sir,

I have the honor with reference to Government  
Order 10<sup>th</sup> July 1893 No. 435 to forward for the very favorable  
consideration of Government copy of a letter from the Dewan  
of Travancore in which he expresses the disappointment of his  
Government at the failure of the negotiations with Messrs Arn-  
-strong and Co for the construction of the Tinnevely, Quilon  
Railway, via the Arcan Kuvu Pass, when it was so near its  
completion, and records the strong desire of his Government  
that matters should be so arranged through the India Govern-  
-ment as to bring about the accomplishment of this important  
scheme. He then proceeds to request me to move the Government  
to see if any firm can be induced to undertake the financing  
and construction of the Railway, and observes with reference to  
Government Order 3<sup>rd</sup> September 1890 No. 424, that if the British  
Government or any firm wishing to construct consider that further  
action by way of survey and estimates for this Arcan Kuvu  
line are necessary in view of definite terms being settled  
his government will be glad to have proper arrangements  
made for the purpose.

2. There can be no question that this failure and  
the consequent indefinite postponement of this scheme for  
connecting Travancore with the Railway system of India is  
much regretted by the Government and leading officials  
and

and the trading classes of Travancore and that the Durbar much desire the assistance of the British Government in reviving the project and carrying it as early as possible to a successful termination; and that with this object that they are prepared to meet the British Government more than half way in any plan they may propose for effecting their wish. They are keenly alive to the fact that owing to the difficulty of a Native State offering encouragement to British Capitalists to construct the link from Trinnevely to Shencottah, which will connect their proposed Railway with the British system, they are virtually unable to undertake <sup>independently</sup> the construction of their portion of the line, that from Shencottah to Quilon, because there can be no question that an independent line beginning at Shencottah and supplied by road traffic from the Trinnevely District, would be at a great disadvantage. The difference in its earnings must be very considerable; so considerable that probably the Travancore Government would not be able to look forward to any reduction in their guaranteed interest by a share in the savings in excess of the guarantee. So important do they consider this junction, that having regard to the fact that Messrs Armstrong and Co appeared to be able to raise the necessary capital for the construction of the whole line at about  $3\frac{1}{2}$  p.c. guaranteed for 13 years, if the objection raised by the Secretary of State regarding the guaranteeing of interest by a Native State for a Railway running through British territory, could be waived, I think they might be prepared to guarantee the Shencottah - Trinnevely section of the line for a limited period, on the understanding that the sums paid by them as guarantee should be gradually refunded when the Railway earnings sufficed for this purpose.

3. I beg also to draw especial attention to the readiness expressed by the Durbar to have whatever may be lacking in the existing surveys and estimates, <sup>supplied</sup> if this information is necessary, for financial purposes, and I believe that the Durbar will be prepared to view favorably a suggestion from the Government that the whole line should be surveyed and estimated for de novo throughout by a Government of India party, Travancore bearing the charge proportionately to the work done in its territory. This course it seems to me, would be the most satisfactory, for I rather doubt whether the information now before Government would suffice for the preparation of detailed working estimates, whilst such estimates, I submit, are necessary before definite action in the way of financing the scheme is taken.

4. It will be observed that the Durbar still adhere to the Trinnevely - Quilon (via Ariankavoor) line, which was advocated by Dewan Ramcingar in 1883, and approved by the Madras Government in para 4 of Government Order, 22<sup>d</sup> September 1883 No 1018 R Public works. The arguments set forth so forcibly by that Dewan are still held as valid, whilst the development of Tea plantations in the neighbourhood of Ariankavoor, the reservation of immense tracts of Forest both to the north and south of the proposed line in this region, the formation of teak plantations there and at Kinnigar some little way to the north, the establishment of a Paper Factory at Punalur town and the extension of cultivation and increase of population in this rich portion of Travancore Territory, render the case even stronger than it was at that time. It is also held by some that if the Canal system as a feeder to the Railway, needs supplanting as it assuredly will, by Railway feeders, such feeders to this trunk line, bisecting as it will in the Travancore country will best be thrown off from it, from Punalur probably southwards to Iravandam and Nagercoil, and northward

by

by Kottayam to Ernakulam. Considering the resources  
of Travancore and of Cochin, the possibilities of the Ports of  
Zulom and Cochin also, for that <sup>port</sup> will come within the  
influence of the Railway, and the effective feeders which  
the trunk line will form, there can be no reasonable doubt  
that the extension now desired will in time become highly  
remunerative and indirectly increase the prosperity  
not of Travancore and Cochin only, but also of the neigh-  
bouring British Districts, by opening new outlets and  
markets for their surplus productions.

I have the honor to be

Sir

Your most obed<sup>t</sup> servant

H. B. J. J.

Resident.

H.

MADRAS, \_\_\_\_\_

123

To

AGENT AND MANAGER, M. R.

No.

Reply-No. \_\_\_\_\_

dated

SIR,

Reminders.

Subject.

24/12 again 6/9. R 15/7.  
 as 24/8. R 31-8-93.

PUBLIC WORKS DEPARTMENT,  
 RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Endorsement from the  
 Political Department  
 with enclosures

N.E. No 1395 d/12 Aug 93

Ordered that the  
 Government of India and  
 the Secretary of State be  
 addressed.

7/11

9/4

R

DESPATCHED

21 SEP 93

By the Comptroller for Rps  
 - Political Dept

A  
Print  
No. 1252/R

Government of Madras.

**PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.**

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

25 September 1893.

SIR,

With reference to  
correspondence ending  
with your endorsement  
No: 553 R. C. dated 2<sup>nd</sup> June  
1893, communicating a  
Despatch from the R. S. to  
the Secretary of State for India  
on the subject of the termina-  
tion of negotiations with  
Messrs. Armstrong & Co in  
regard to the proposed  
unraily Linsow Railway,  
I am directed to forward  
herewith copy of Prop. of  
this Govt. No 1251 dt 25<sup>th</sup>  
September 1893, embodying  
the

1/10/93

letter from the Dewan  
the British Resident and  
Serangoon, with an ex-  
pression on the part of  
the Government of regret  
at the failure of negotiation  
with Messrs Armstrong & Co.  
and of <sup>it is our hope</sup> ~~our desire~~  
that further negotiations  
may be successful.

2. I am to add that  
a copy of the Prop. referred  
to is also being forwarded  
to the Secretary of State.

Mur R  
9/4/93

Print

No. 1251 R 8

Government of Madras.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH

To  
THE Right Hon. the Secy of State  
for India

25 September 1893.

Sir,  
My Lord.

With reference to  
your Lordship's despatch  
to His Excellency the Governor  
General of India in Council  
No. 35 Madras dated 27 April  
1893, communicating the  
failure of negotiations with  
Messrs Armstrong & Co. in  
regard to the proposed  
newly London Railway,  
we have the honour to for-  
ward a copy of our Prop.  
No. 1251 R of 25<sup>th</sup> September  
1893 with <sup>an</sup> ~~our~~ expression  
of regret at the failure  
of

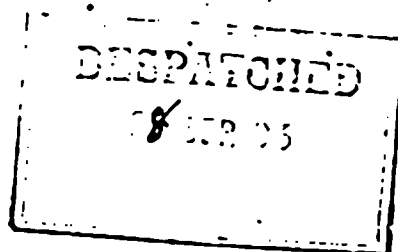
Wd  
14/9/93

14/9/93

of negotiations with the  
promoters referred to, and  
on <sup>our hope</sup> ~~our hope~~ ~~our hope~~ that  
further negotiations may  
be successful. -

2. We have forwarded  
a copy of our Prop. to  
the Government of India etc.

Mun  
#43 R



21st JUNE 1893, No. 958-R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Endorsement from the Government of India, Public Works Department (Railway Construction), dated Simla, 2nd June 1893, No. 553 R.C.

The undermentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, for information in continuation of Government of India telegram No. 316 R.C., dated 7th April 1893.

(By Order.)

(Signed) F. B. HEBBERT,  
Under Secretary.

ENCLOSURES.

DESPATCH from the Right Honorable Her Majesty's Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India office, London, 27th April 1893, No. 35, Railway.

• "Your Public Works telegram of 14th March, Tinnevely-Quilon Railway. Negotiations with promoters lapsed on 1st instant owing to terms proposed by them proving unsuitable. Despatch follows."

|                                                          |  |
|----------------------------------------------------------|--|
| † Letter from Messrs. Armstrong & Co. of 13rd Jan. 1893. |  |
| Do. to do. of 8th Feb. do.                               |  |
| Do. from do. of 9th do. do.                              |  |
| Do. from do. of 22nd do. do.                             |  |
| Do. to do. of 2nd Mar. do.                               |  |
| Do. from do. of 16th do. do.                             |  |
| Do. to do. of 16th do. do.                               |  |
| Do. to do. of 28th do. do.                               |  |

With reference to my telegram\* of the 8th April 1893 quoted in the margin and in continuation of my Railway Despatch No. 7 of the 12th January last, I transmit herewith, for your Excellency's information, copy of further correspondence† which has taken place between this office and Messrs. Armstrong and Co. in regard to the proposed Tinnevely-Quilon Railway.

2. Your Excellency will perceive from this correspondence that I have been unable, mainly for the reasons stated in this office letter of

the 28th March 1893, to accept the proposals of the promoters for raising the necessary capital for the construction of the railway in question.

3. As the date fixed for the extension of the concession expired on the 1st April 1893, the negotiations have lapsed, of which fact your Excellency's Government will doubtless cause the Travancore Durbar to be informed.

No. 1.

34, OLD BROAD STREET, LONDON, E.C.,  
23rd January 1889.

[Tinnevely and Quilon Railway.]

SIR,

We have the honour to acknowledge receipt of your letter, P.W. 2160, dated 12th instant, with reference to the above railway, and, in accordance with the terms thereof, we have the honour to request you to be pleased to grant us a definite concession for the construction of the said railway upon the following terms and conditions:—

(1) The free grant of land in British territory to the Railway Company and the construction of the telegraph lines by the British Government on the usual terms.

(2) A guarantee of interest for 15 years by the Travancore State of 4 per cent. on the agreed sum of 600,000*l.*, i.e., 24,000*l.* per annum.

(a) The said interest, viz., 24,000*l.* sterling, to be paid half-yearly in gold in London to Messrs. Armstrong and Co., merchants and bankers, of 34, Old Broad Street, London, E.C., as agents for the Company, commencing from the date of the first payment of moneys into a bank when the first issue of capital is made in London.

(b) Any surplus profits made in the Travancore section of the line over and above the 4 per cent. guaranteed are to be divided in the proportion of three-fourths to the Travancore Government and one-fourth to the Railway Company.

(3) The Government of India are to have the option of purchasing the railway at the end of the first 15 years, or at the end of each succeeding 10 years thereafter, on payment of 25 times the average net earnings of the line during the previous five years.

(4) The concession is to lapse if the capital is not subscribed by the 1st April 1893.

(5) The South Indian Railway are to have the option of working the line upon terms to be mutually agreed, and failing an agreement, upon terms to be named by Her Majesty's Secretary of State for India.

(6) The line is to be constructed upon the metre gauge and in conformity with the Government standard.

(7) The concession is to be granted in our name.

(8) We are to be at liberty to issue the capital at such times and in such manner and amount as we may deem desirable from time to time.

In conclusion, we trust that as the time is so very short for forming a Company and raising the necessary capital that you will use the greatest expedition in getting the matter pressed forward and instruct the South Indian Railway Company to enter into negotiations with us for the working of the proposed railway.

It is needless to state that we would keep the Government carefully informed as to the position of affairs from time to time.

We have, &c.,  
(Signed) ARMSTRONG AND CO.

The Under Secretary of State for India.

No. 2.

P.W. 125.

INDIA OFFICE,  
8th February 1893.

GENTLEMEN,

I am directed by the Secretary of State for India to acknowledge the receipt of your letter of the 23rd January 1893 requesting, with reference to this office letter of the 12th idem, to be granted a definite concession for the formation of a Company for the construction of the Tinnevely-Quilon Railway upon the terms specified in your letter.

With respect to your clause 5, the Secretary of State prefers that the following words should be adopted:—

“The South Indian Railway Company are to have the option of working the line for the full term of the concession upon terms to be agreed upon between the Companies and approved by Her Majesty's Secretary of State for India.”

I am to draw your attention to paragraph 3 of the letter from the Government of Madras to Mr. W. Lealie, dated June 1891, a copy of which was communicated to the original promoters, Messrs. Skinner and Co., and apparently agreed to by them, in which it is stated that, with regard to the payment of the guaranteed interest in sterling, the Travancore Government would wish to fix a limit to the value of the rupee, below which, if exchange falls, payment will not be claimable at the rate of depreciation but only at the fixed point.

With regard to your clause 8 as to the issue of capital, the Secretary of State can only observe for the present that your arrangements in regard to the construction and working should be completed with all possible expedition in order that the necessary capital may be issued by the 1st April. The details of issue and the time from date of contract within which period the line will have to be opened can then be settled.

Upon receiving from you a letter agreeing to the foregoing conditions and to the amendments to the terms stated in your letter, the Directors of the South Indian Railway Company will be authorized to enter into negotiations with your firm for the construction, as well as for the working, of the proposed railway.

I am, &c.,  
(Signed) HORACE WALPOLE.

Messrs. Armstrong and Co.

No. 3.

34, OLD BROAD STREET, LONDON, E.C.,  
9th February 1893.

[Tinnevely and Quilon Railway.]

SIR,

We have the honour to acknowledge the receipt of your letter (P.W. 125), dated the 8th instant, in reply to our communication of the 23rd January, with reference to granting a definite concession for the construction of the Tinnevely and Quilon Railway.

We are quite willing that clause 5 of our letter of the 23rd ultimo should be altered in accordance with your views and agree that it shall read as follows:—

“The South Indian Railway Company are to have the option of working the line for the full term of the concession upon terms to be agreed upon between the Companies and approved by Her Majesty's Secretary of State for India.”

With reference to the payment of the guaranteed interest in sterling and arranging a fixed limit of exchange for the rupee, we understand that the terms which were accepted two years ago by the Government of Travancore were that the minimum rate of exchange should be fixed at 1*l.* 2*d.* the rupee. Should the rupee fall below this sum, the Travancore Government would not be called upon to pay the further depreciation.

We trust that the terms of this letter are satisfactory and that you will be pleased to grant us a definite concession at the earliest possible date, so that we may enter into negotiations with the South Indian Railway and enable us to take the necessary steps for providing the capital by the 1st of April.

We would respectfully request your urging the South Indian Railway to lose no time in their negotiations with us as to the working of the railway when completed.

We have, &c.,  
(Signed) ARMSTRONG AND CO.

The Under Secretary of State for India.

No. 4.

34, OLD BROAD STREET, LONDON, E.C.,  
22nd February 1893.

SIR,

[The Tinnevely and Quilon Railway.]

Referring to our conversation on the 16th instant and to our interview with the Board of the South Indian Railway Company on the 13th instant and in reply to your letter of the 17th instant with reference to the above, we have the honour to submit, for your consideration, our views with regard to the capital required for the construction of the above railway and the issue of the same.

According to the estimates made by the Government and other engineers, it will require about 600,000*l.* to construct the line, but we consider that certain difficulties in the construction of the railway on the Travancore portion of the line might arise and the engineers' estimate prove to be insufficient, and we therefore propose to supply a sufficient amount of capital to ensure the success of the undertaking.

We propose that the Company should issue 922,000*l.* of capital, consisting of 322,000*l.* 3 per cent. debentures and 600,000*l.* ordinary shares. The Company, as you are aware, will receive an annual subsidy of 24,000*l.* for 15 years from the Travancore Government (being equivalent to 4 per cent. on 600,000*l.*) which will amount in 15 years to 360,000*l.* This sum of 360,000*l.* would be sufficient to pay interest at the rate of 3 per cent. for 13 years on an increased capital of 922,000*l.*, and we therefore propose that the Company should issue capital guaranteed for 13 years at 3 per cent., so as to enable them to raise a sufficient amount to properly construct the 108 miles of railway and provide for all contingencies.

To further protect the shareholders' interests after the expiration of the Government guarantee and to provide for the interest being duly paid, we propose that the 35 per cent. of gross receipts which the Company will receive from the South Indian Railway Company be set aside annually until a sufficient fund has accumulated for the payment of five years' interest on all classes of capital issued, after which the ordinary shares will be entitled to an increased dividend up to 4 per cent., and, in the event of the Railway Company earning sufficient to pay the full dividend on its capital for three years in succession, the fund may be appropriated towards the reduction of the capital by redeeming debentures.

We consider the fair price at which to issue this stock to the public will be about 90 to 91. Our reasons for issuing the stock at a discount are—

Firstly, the principal is not guaranteed and the interest is only guaranteed for a short period, after which time the shareholders will only have to look to the earnings of the railway for their interest;

Secondly, India 3 per cent. stock, principal and interest guaranteed, is at present quoted on the stock exchange at only 99½ or with accrued interest deducted to 99½. South Indian Railway guaranteed 3½ per cent. stock is quoted at 101, or equivalent to a 3 per cent. stock at 86½. 1s. 10d., and Assam and Bengal Railway guaranteed 3½ per cent. 10½ shares are only quoted at par, or equivalent to a 3 per cent. share at 8½. 10s. 6d.; and

Thirdly, the full 24,000l. per annum will not be forthcoming from the Travancore Government if the sterling exchange of the rupee falls below 1s. 2d.

We would point out the very considerable benefit which the railway will confer upon the inhabitants residing in the 47½ miles of British Indian territory through which it passes and which will cost the tax-payers nothing owing to no subsidy having been granted by Her Majesty's Government.

As we have had our agent for some years in India negotiating with the Travancore Government for their guarantee of interest and as our engineers have been employed making estimates, &c., we have incurred a considerable amount of out-of-pocket expenses in connection with this matter, and we would require the sum of about 14,000l. to 15,000l. to recoup us, full details of which we should be pleased to give you.

Owing to the principal not being guaranteed and the interest being only guaranteed a short period and the fact that the Company are receiving no financial assistance from Her Majesty's Government, it will be absolutely necessary to form a Syndicate to take the stock before the same is issued to the public, and a sum of about 3 per cent. will be required for the expenses in connection therewith.

We would respectfully suggest that the above scheme may be submitted, at the earliest possible date, to the India Council for their approval so as to enable us to get the prospectus in print and make all necessary arrangements for the issue of the same before the 1st April.

We may mention, in conclusion, that, if this matter can be speedily settled, we could at the present moment get some of our friends to join us in taking up the whole capital of the Company.

We have, &c.,  
(Signed) ARMSTRONG AND CO.

The Under Secretary of State for India.

No. 5.

34, OLD BROAD STREET, LONDON, E.C.,  
2nd March 1893.

DEAR SIR,

Referring to our conversation of yesterday, we beg to inform you, with regard to paragraph 1 on page 2 of our letter of the 22nd ultimo, that the 35 per cent. of gross receipts which the Company are to receive from the South Indian Railway Company only refers to the portion of railway in British Indian territory.

With regard to the 35 per cent. of gross receipts in the Travancore State, after paying the 4 per cent. to the Travancore Government, the company will receive one-fourth of the surplus earnings.

Yours faithfully,  
(Signed) ARMSTRONG AND CO.

Clement Colvin, Esq.

No. 6.

P.W. 305.

INDIA OFFICE,  
15th March 1893.

GENTLEMEN,

I am directed by the Secretary of State for India to acknowledge receipt of your letters of the 22nd ultimo and 2nd instant submitting proposals for the raising of the necessary capital for the construction of the Tinnevely-Quilon Railway.

In reply, I am to inform you that the Secretary of State for India in Council has given careful consideration to your financial proposals in this matter, but regrets that he is unable to accept them as a basis for negotiation.

I am, &c.,  
(Signed) G. W. E. RUSSELL.

Messrs. Armstrong and Co.

No. 7.

34, OLD BROAD STREET, LONDON, E.C.,  
16th March 1893.

SIR,

We have the honour to acknowledge the receipt of your letter of the 15th instant informing us that, after consideration of our financial proposals with regard to the above matter, you are unable to accept them as a basis for negotiations. We think, however, that taking into consideration the amount of time and money which we have spent in furthering the development of unguaranteed railway enterprise in India that it will be more satisfactory if you would kindly inform us what the points of our proposals are which you are unable to accept.

We have, &c.,  
(Signed) ARMSTRONG AND CO.

The Under Secretary of State for India.

No. 8.

INDIA OFFICE,  
28th March 1893.

P.W. 468.

GENTLEMEN,

I am directed to acknowledge the receipt of your letter of the 16th instant inquiring, with reference to Mr. Russell's letter of the 15th instant, what are the specific points in your proposals for the Tinnevely-Quilon Railway project which the Secretary of State for India in Council is unable to accept.

In reply, I am to inform that the chief points which influenced the Secretary of State in coming to his decision that your proposals could not be accepted as a basis for negotiation are—

- (1) The proposal that the guarantee offered by the Travancore State on capital for expenditure within its territory should be utilized for expenditure on the line in this British territory.
- (2) The payments proposed for the promoters in furtherance of the scheme.
- (3) The discount at which it was proposed to issue the capital.

I am, &c.,  
(Signed) HORACE WALPOLE.

Messrs. Armstrong and Co.

ORDER—dated 21st June 1893, No. 958 R., Public Works.

Communicated to the Consulting Engineer for Railways and to the Political Department for the information of the Travancore Durbar in continuation of G.O., No. 718 R., dated 17th April 1893.

(True Extract.)

(Signed) F. R. UPCOTT,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

To the Consulting Engineer for Railways.  
" Political Department.

Erd. C. A. Munisawmy.  
Spare Copies

RAILWAY.

Govt. of {1893} Madras.  
PUBLIC WORKS.

*Dated June, 21st.*

*Recd.*

*End.*

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G.O., 21st June 1893, No. 958 R.

---

JUNE

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**Tinnevelly-Quilon Railway**

Copy of a despatch from the Secretary of State forwarded by the Government of India regarding the lapse of negotiations with the promoters of the —, communicated to the Consulting Engineer for Railways and to the Political Department for the information of the Travancore Durbar.

1893.

R. Originals

For

October

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## PUBLIC WORKS DEPARTMENT.

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GOVERNMENT OF MADRAS.  
PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS  
AND MATTERS OF ROUTINE,

RAILWAY,

FOR THE MONTH OF OCTOBER 1893.

| Subjects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Number and Date of Order.     | Numbers and Dates of previous Orders.                                                                                                             |
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| <i>Return of Accidents.</i> —The — on the Madras and South Indian Railways for the second quarter of 1893, ordered to be forwarded to the Director-General of Railways.                                                                                                                                                                                                                                                                                                                                                                                                    | 5th Oct. 1893,<br>No. 1265 R. | .....                                                                                                                                             |
| Forwarded ... ..                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 5th do. do.<br>No. 1266 R.    | .....                                                                                                                                             |
| <i>Capital and Revenue Accounts of the Madras Railway.</i> —Sanction accorded by the Government of India to the necessary alterations being made in column I, form XII, of the half-yearly — in consequence of two additional tank wagons being constructed, communicated to the Agent and Manager, Madras Railway.                                                                                                                                                                                                                                                        | 5th do. do.<br>No. 1267 R.    | 6th May 1893,<br>No. 824 R.<br>20th May 1892,<br>No. 1370 R.<br>8th Sept. 1893,<br>No. 3042 C.                                                    |
| <i>Mr. Turner, Driver, South Indian Railway.</i> —Letter from the Government of India stating that the Secretary of State has sanctioned the grant of an assisted passage to Madras for the family of —, a portion of the cost being contributed by the Company and the remaining portion being treated as an advance to be recovered by instalments from the driver's pay, and requesting that this principle be adopted in similar cases in future on certain condition, communicated to the Agent, South Indian Railway, also to the Agent and Manager, Madras Railway. | 5th do. do.<br>No. 1268 R.    | .....                                                                                                                                             |
| <i>North-Western Railway.</i> —Letter from the Government of India stating that it is desirable that men who volunteer for service on the — in the event of mobilisation should possess a knowledge of Hindustani, but that it is not essential, communicated to the Agents, Madras and South Indian Railways.                                                                                                                                                                                                                                                             | 5th do. do.<br>No. 1270 R.    | 1st June 1891,<br>No. 1505 W.<br>24th July 1891,<br>No. 1995 W.<br>23rd June 1893,<br>No. 969 R.<br>25th Aug. 1893,<br>Nos. 1132-33 R.            |
| <i>Finance Accounts of the South Indian Railway.</i> —Letter from the Government of India directing that the — need not in future be sent to that Government, recorded for guidance.                                                                                                                                                                                                                                                                                                                                                                                       | 7th do. do.<br>No. 1275 R.    | 22nd April 1892,<br>No. 2143 C.<br>21st June 1892,<br>Nos. 1559-60 R.<br>13th Sept. 1892,<br>Nos. 2201-2 R.<br>13th Sept. 1893,<br>Nos. 1208-9 R. |

| Subjects.                                                                                                                                                                                                                                                                                                                | Number and Date of Order.     | Numbers and Dates of previous Orders.                                                                                                                            |
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| <i>Land.</i> —Notification for the acquisition of — required for the East Coast Railway, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                                                                                                 | 7th Oct. 1893,<br>No. 1276 R. | .....                                                                                                                                                            |
| <i>Capital and Revenue Accounts of the South Indian Railway.</i> —Review of the — for the half-year ending 31st December 1892 by the Government of India, communicated to the Agent, South Indian Railway.                                                                                                               | 13th do. do.<br>No. 1279 R.   | 16th May 1893,<br>Nos. 881–82 R.<br>16th May 1893,<br>No. $\frac{8}{881}$ R.<br>12th July 1893,<br>Nos. 1012–13 R.<br>12th July 1893,<br>No. $\frac{9}{1012}$ R. |
| <i>Six months' estimate for 1893–94.</i> —Letter from the Government of India requesting that arrangements be made to ensure the — reaching that Government at Simla before the 1st November 1893, forwarded to the Consulting Engineer for Railways for communication to the Railway administrations under his control. | 14th do. do.<br>No. 1282 R.   | .....                                                                                                                                                            |
| <i>Publications.</i> —Sanctioning the supply to the Engineer-in-Chief, East Coast Railway, of certain copies of the <i>Engineer and Engineering</i> said to be missing, and these Proceedings forwarded to the Financial Department for necessary action.                                                                | 14th do. do.<br>No. 1283 R.   | 23rd June 1892,<br>No. 1574 R.<br>11th July 1892,<br>No. 1707 R.<br>5th Sept. 1892,<br>No. 4067 C.                                                               |
| <i>Land.</i> —Notification for the acquisition of — required in Anakapalle taluk for the East Coast Railway, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                                                                             | 17th do. do.<br>No. 1284 R.   | .. ..                                                                                                                                                            |
| <i>Land.</i> —Notification for the acquisition of — required temporarily for a ballast pit at the 23rd mile on the Mayavaram-Muttupet Railway, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                                           | 17th do. do.<br>No. 1285 R.   | .....                                                                                                                                                            |
| <i>Land.</i> —Notification for the acquisition of — required in Anakapalle taluk for the East Coast Railway, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                                                                             | 17th do. do.<br>No. 1286 R.   | .....                                                                                                                                                            |
| <i>Land.</i> —Notification for the acquisition of — required for a ballast pit at Kilathurakudi, Naga-patam taluk, for the Mayavaram-Muttupet Railway, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                                   | 17th do. do.<br>No. 1287 R.   | .....                                                                                                                                                            |
| <i>Inspection report.</i> —Proceedings of the Government of Bombay forwarding copy of the — of the Southern Mahratta Railway (including the Mysore, Kolhapur and Bellary-Kistna State Railways) for the first half of 1893, recorded.                                                                                    | 17th do. do.<br>No. 1288 R.   | .....                                                                                                                                                            |
| <i>Local trains between Kadiri and Dharmataram.</i> —Proceedings, Public Department, recording Public Works Proceedings withdrawing the — with remark that as no use is made of orders of this description in that department, their communication may be discontinued, recorded.                                        | 12th do. do.<br>No. 1289 R.   | 21st Sept. 1893,<br>No. 1234 R.                                                                                                                                  |

| Subjects.                                                                                                                                                                                                                                                                                                       | Number and Date of Order.      | Numbers and Dates of previous Orders.                                                                                                                                |
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| <i>Sanctions.</i> —Letter from the Government of India observing that — accorded by the Board of Directors of the Madras and South Indian Railways with the concurrence of the Government Director should not be accepted without further reference, communicated to the Examiner, Guaranteed Railway Accounts. | 19th Oct. 1893,<br>No. 1290 R. | .....                                                                                                                                                                |
| <i>Indian Arms Act.</i> —Circular from the Government of India directing certain alterations being made to the rules published under the — of 1878 on the subject of arms, ammunition, &c., transported by railway, forwarded to the Agents, Madras, South Indian, Nilgiri and Nizam's Railways.                | 19th do. do.<br>No. 1291 R.    | .....                                                                                                                                                                |
| <i>Minutes of Official Meeting.</i> —The — and Stores Committee of the Madras Railway, No. 8 of 1893, held at Rayapuram on 24th August 1893, approved, and copies ordered to be forwarded to the Government of India.                                                                                           | 21st do. do.<br>No. 1298 R.    | .....                                                                                                                                                                |
| Forwarded ... ..                                                                                                                                                                                                                                                                                                | 21st do. do.<br>No. 1299 R.    | .....                                                                                                                                                                |
| <i>Minutes of Official Meeting and Stores Committee, Madras Railway.</i> —Letter to the Government of India requesting certain alteration being made in schedule K of the —, No. 7 of 1893.                                                                                                                     | 24th do. do.<br>No. 1300 R.    | .....                                                                                                                                                                |
| <i>Land.</i> —Notification for the acquisition of — temporarily required between chains 3809 and 3819, on the Mayavaram-Muttupet Railway for ballast pits, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                      | 26th do. do.<br>No. 1305 R.    | .....                                                                                                                                                                |
| <i>Six months' budget estimate for 1893–94.</i> —Letter to the Government of India intimating totals of the — before submission of the estimate itself.                                                                                                                                                         | 26th do. do.<br>No. 1306 R.    | .....                                                                                                                                                                |
| <i>Capital Accounts of Indian Guaranteed Railway Companies.</i> —State of the — on 30th September 1893, communicated to the Consulting Engineer for Railways and to the Examiner, Guaranteed Railway Accounts.                                                                                                  | 27th do. do.<br>No. 1307 R.    | 31st July 1893,<br>No. 1067 R.                                                                                                                                       |
| <i>Góddavari Ferry Station.</i> —The President, District Board, Góddavari, informed that the Manager and Engineer-in-Chief, East Coast Railway, has been asked to provide temporary shelter sheds at the — for the convenience of passengers.                                                                   | 27th do. do.<br>No. 1308 R.    | 4th Aug. 1892,<br>No. 1892 R.<br>24th Sept. 1892,<br>No. 2309 R.<br>18th Nov. 1892,<br>No. 2762 R.<br>11th Jan. 1893,<br>No. 21 R.<br>21st Oct. 1893,<br>No. 3403 U. |
| <i>Revenue statistics (outwards and inwards traffic at stations).</i> —Copies of the — of the South Indian Railway for half-year ending 30th June 1893, forwarded to the Government of India with remarks.                                                                                                      | 27th do. do.<br>No. 1309 R.    | .....                                                                                                                                                                |

| Subjects.                                                                                                                                                                                                                                                                                                        | Number and Date of Order.      | Numbers and Dates of previous Orders. |
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| <i>Assistant Traffic Manager stationed at Madras.</i> —The Government of India informed that the grant of Presidency allowance of Rs. 50 per mensem has been made to the — since 1876 and has been provided for since that year in the scale of fixed and travelling allowances appended to establishment rolls. | 27th Oct. 1893,<br>No. 1310 R. | .....                                 |
| <i>Nilgiri Railway.</i> —Letter from the Bank of Madras intimating that the Secretary and Agent of the — has been paid a sum of Rs. 1,00,000 on the 21st October 1893, communicated to the Consulting Engineer for Railways and the Examiner, Guaranteed Railway Accounts.                                       | 27th do. do.<br>No. 1311 R.    | .....                                 |
| <i>Determination of coal equivalents on the Madras and South Indian Railways.</i> —The Government of India addressed on the subject of the —.                                                                                                                                                                    | 27th do. do.<br>No. 1312 R.    | .....                                 |
| <i>Warrant and non-commissioned officers proceeding on furlough, &amp;c., on medical certificate or otherwise.</i> —Forwarding copy of letter from the Government of India on the subject of charges for the conveyance by railway of — to the Agents, Madras, South Indian, Nizam's and Nilgiri Railways.       | 27th do. do.<br>No. 1313 R.    | 4th Oct. 1884,<br>No. 981 R.          |
| <i>Land.</i> —Notification for the acquisition of — required for a station compound at Méttupálayam, ordered to be published in the <i>Fort St. George Gazette</i> .                                                                                                                                             | 31st do. do.<br>No. 1316 R.    | .....                                 |