

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 613 R

DATED 23rd March

[Despatch Abstract.]

Stores. — Letter from the Govt of India laying down certain questions to be answered each half year in lieu of the Certificate at foot of the return of — due by Railway Companies in accordance with the terms of their respective Contracts, forwarded to the Consulting Engineer for Railways for information and guidance.

Indexed.

[illegible]

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

G. I. C. P. O.—No. 1165 P. W. D.—3393—5 W.—Placquiére.

Order thereon 23rd March 1893. No. 613 R

Forwarded to the Consulting
Engineer for Railways for informa-
-tion and guidance and for com-
-munication to the Agent South
Indian Railway for future
compliance with reference to Pro-
-ceedings No. 1951 R dated 12th.
August 1892.

/ True Extract/

(Sd) F. R. Upcott

Joint Secy. to Govt. P.W.D.
By Branch.

To

The Consulting Engineer for Railways.
in Examiner's Guaranteed Rep. Accounts.

GO 618 R 423-3-93
A.M.R.

Mr. Kirby's proposal
for railway extension
in Guyana & Guadalupe
territories.

The proposal for the construction of this line is a very favourable one and such as we might recommend to the Govt. of India subject to the addition of the two clauses referred to in the Joint Sec's note and also to a stipulation in para b (c) of Mr. Kirby's letter ~~of~~ for a reasonable limit to the period of construction.

The only questions seem to be, whether we should now commit ourselves to this particular connection with the West Coast in preference to any of the other routes which are now under examination by the Mission Govt. Staffs. I am myself of opinion that it is most likely that this route will be, sought to be, pre-ferred. Lines to Tellingah, ^{or Cumagwah} through Coory or the Wynnek might possibly serve better the interests of British planting districts, but there seems no doubt that they will be much more expensive than the Serabi pass line to Mingalen and will involve heavier burdens ~~of expense~~ in support of the fortifications of the lines in British Territory. Also I think that the direct & comparatively easy connection which the line now proposed will give with the

a map is sent up showing in red the proposed routes -

That called A is
the one under present
consideration and
is the route between
Mangalore and the
Mysore section of the
S. M. Ry. which is most
favoured by the Dist. Engr.
Smith Curran & the Col.
sects of S. C. & the Engr.
Engr. for Ry. vide G. O.
2043 R of 20 Aug 92

B is to connect Haddam
with New York - most
probable, as I feel, to
be carried out some
day as a chord line.
The routes A & B are
being roughly surveyed.
Route C is a counsel.
The mooted of the
New York Durbar -
It will require considerable
days unless he made
some day & form a
direct & short route
between the S. I. Ry

and Bombay but its construction is not considered pressing.

The present proposal refers to the Arakere - Mangalore portion and the terms are as good as the foot. are likely to be offered in the near future -

Probably the loan could not be floated unless the Mysore Durbar undertook to take up some portion which they express themselves unable to guarantee but I suppose the promoters would endeavor to arrange that if the British foot. agree to the terms proposed - Subject to this proviso the Mys. Durbar are willing to grant the concession. No guarantee or subscription is asked from the British foot. and the terms are

now isolated S. Canara District and the head quarters are of greater general importance to the Presidency of the Govt than the provision of facilities for the planting district. The with demand of troops from Mangalore is a further reason in favor of this line. I should be disposed to support it at once without waiting for the result of the discussion and, but my own colleagues may perhaps think differently. Mr. Macleod has told the Secy of the Mysore Goldfields Company (of which Mr. Rippey is the bridge in the Chairman) that he has proposed to make the line. I have not been waiting the result of the discussion and, (Go. Secy 93 to 94/5). But their main proposal involved a guarantee of 3 1/2% (whether sterling or local is not stated) and is not at all so good as one in the Durbar. This gentleman too seems to have more money at his back. Still having given this answer a week or so to my drafts of my Secy. I have to find the same answer to Mr. Kirby. We can hardly expect the report of the committee before Xmas.

W. H. M.

J. R. M.
13/5

I think it is fairer to give the same reply to Mr. Kirby that was given to the Mysore Goldfields R. O. - meaning that before coming to any definite conclusion we must have the results of the various recommendations ordered to be made. The terms of Mr. Kirby's offer seem very fair except that I don't see why we should be asked to consent to the contractor paying a dividend of 4 p/c annually by way of interest on the construction capital to those who advance the capital. This last amount is a sort of guarantee of 4 p/c during construction - the period of which is not stated - however it is limited - however it is paid back to the contractor and he charges it as if spent on making the line, so that if the Govt. should take it with him to pay this in trust as part of the capital cost. 13/5/90 J. H. F.

those laid down in the paper herewith which is copied from me in Mr. Lowndale's possession -

I think the Madras foot. would be right in recommending the granting of all the terms therein asked for by the promoters if the 2 clauses marked in blue are also agreed to namely giving foot. the right to purchase the undertaking after 21 years or and withholding from the Co. power to increase its capital without sanction of the S. of S.

Mr. Lowndale has called on Major Crustable & myself & explained matters. Mr. Kirby is known to Major Crustable & believe and I have known him for some time - He is a contractor, formerly in the P. W. D.

and has carried
out the Victoria &
other docks in Bombay
- is now constructing
the Jodha Rutton
branch of the B. B. &
C. I. Ry.

was associated with
his legal profession in
the Burma Railway
and may be described
as a man of influ-
ence and with com-
mand of money.

I supposed the pro-
moters will propose
to construct the line
and make what
they can out of the
contract - but there
is no objection to this
if we see they give
us good work on a
properly prepared
estimate -

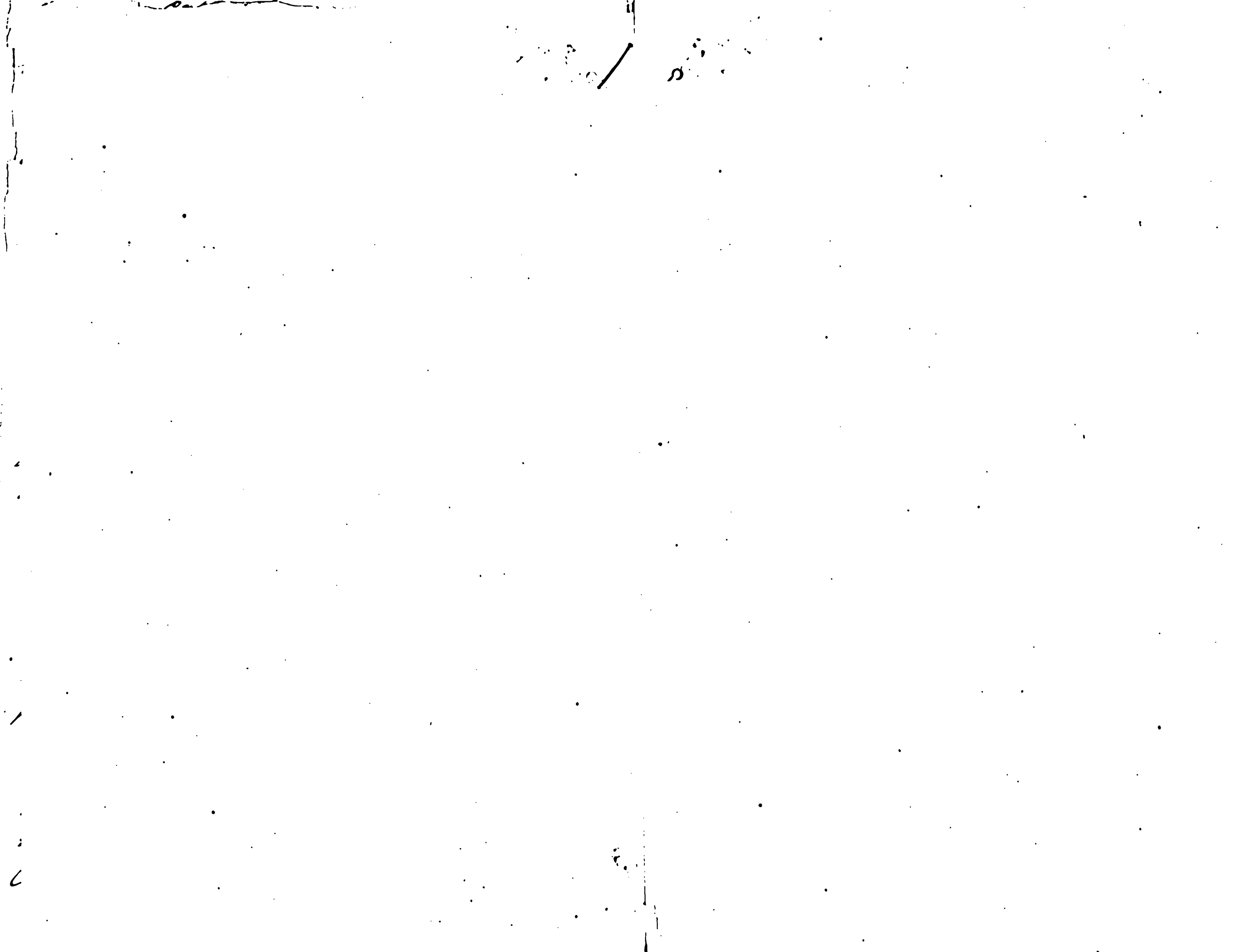
The disposal of
the case would in
my opinion & might
conveniently be best
carried out by the
advantages of the
terms being printed

I think we should send up the
scheme to India with our strong
recommendation - It is the first
instance of any company or syndicate
coming forward with the offer to
construct a railway without a
guarantee - and as such a business
now proposed would be of great
benefit to the Madras
Presidency generally - and the
S. Canara district in particular
I think we should urge the
Gov. of India to give their approval
to it -

14/3/93
Very well - L. J. S.
14/3/93

out to the Mysore
Durbar with a sug-
gestion that it wd.
be advantageous to
them to subscribe a
portion of the Capital
and that Mr. Kirk
be given ^{6 months} ~~one year~~
to form the company.
that the Durbar
be asked to have com-
plete & detail surveys
made of the Arsil
Mysore Bangalore
Route - and that
the scheme if ap-
proved for the Govt.
be forwarded to
India -

G. Russell
10/3/93



Notes on
Archaeology - Main

Living