

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 965-66R

DATED 22nd June

[Despatch Abstract.]

Connection between the South Indian and
Southern Maharashtra Railways.

Letter from the Madras Chamber of Commerce protesting against the — and the extension of Mysore Railway to Mangalore ordered to be forwarded to the Govt. of India.

Forwarding with remarks letter from the Madras Chamber of Commerce protesting against the — and the extension of Mysore Railway to Mangalore

BACK PAPERS.

[illegible]

FURTHER PAPERS.

FURTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

22ND JUNE 1893, No. 965 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Chairman, Chamber of Commerce, dated Madras, 5th June 1893.

From the Chairman, Chamber of Commerce, Madras, to the Secretary to the Government of India, Public Works Department, Railway Branch, dated Madras, 5th June 1893.

Particulars have recently been published by the Madras Press of certain proposals made by Mr. Kirby, through Mr. Lonsdale, to the Diwan of Mysore for the construction of the following metre gauge railway extensions, viz., (a) from Erode to Nanjangud; (b) from Hassan to Mysore; and (c) from Mangalore to Hassan and Arsikere, and it is now stated that the Government of India has called for the views of the Government of Bombay, presumably on proposals (b) and (c).

The Chamber not unnaturally anticipated that the views of the Madras mercantile community on the proposals would have been invited by the Madras Government; but, as there is no indication of such a course being adopted, the Chamber feels called upon without further delay to respectfully protest in the strongest possible manner against proposal (a) which it hopes the Government of India will not be persuaded to sanction if only on account of the suicidal railway policy which such a concession would, in the opinion of this Chamber, promote and encourage in this Presidency.

The Government of India originally ruled most distinctly that metre gauge railways in the Madras Presidency were designed to act as feeder lines to the standard gauge, and, at the opening of the Kistna bridge, His Excellency Lord Wenlock expressed his personal adherence to that policy—a policy, however, which was most unwisely departed from when the metre gauge lines crossed the standard gauge at Rénigunta and Kátpádi and when a direct competing metre gauge line was introduced running parallel with, and almost alongside, the standard gauge from Kátpádi to Guntakal junction.

The construction of the Erode-Nanjangud Railway would place Karikal and Marmagao in direct connection by the metre gauge system; it would open a new artery for traffic from east to west entirely evading the port of Madras; it would give the metre gauge railways long leads for traffic from practically the four points of the compass in direct competition with the standard gauge railway, which the metre gauge railways were avowedly introduced to feed; and, finally, it would, aided by low railway rates over long leads, low harbour dues, and correspondingly low freights from the foreign ports alluded to, divert trade and traffic from their legitimate outlet and play havoc with the trade of Madras and with the income of the Madras Railway. The Chamber can only characterise such a policy, if inaugurated, as unjust and ruinous to the trade of Madras, whose interests are identical with those of the Madras Railway. The Government of India has already to meet *in sterling* the deficit caused by the failure of the Madras Railway to earn its guaranteed interest and proposal (a), if sanctioned, would be as direct a manner of increasing that deficit and adding to the burden which Government has already stated its inability to bear as if the earnings of that railway were decreased by a stroke of the pen. That most serious injury would be inflicted on the port of Madras by a connecting line of metre

gauge from the Southern Mahratta Railway at Nanjangud to the South Indian Railway at Erode is a matter of such certainty that proposal (a) has caused considerable alarm among the merchants of Madras.

In its letter to the Government of Madras of the 9th March last (copy of which is enclosed), the Chamber adverted to the very prejudicial consequences to important British trade interests which would ensue from the construction of the two branch lines of railway from Pondicherry to Tiruppappuliyūr and from Karikal to Peralam, and it protested against them owing to the fact that they would intensify the diversion of trade from British to Foreign ports which was inaugurated by the initial error in the alignment of the metre gauge railway system of Southern India. The arguments which were used in that letter apply with equal, if not greater, force to the proposed Erode-Nanjangud Railway, and the Chamber trusts that the Government of India will refuse to be a party to a scheme which is fraught with such grievous consequences to this port.

The trade of Madras has subjected itself to an onerous tax in the shape of harbour dues, which it would most certainly not have been willing to impose upon itself had it for a moment supposed that future lines of railway to be constructed would be so laid out as to divert traffic from the port of Madras, and, if the authorities who are responsible for this disastrous railway policy persist in carrying it out in opposition to the wishes of the Government and the public of this Presidency, the Chamber considers that it is only fair that the Madras harbour should be converted into an Imperial work and Madras made a free port. Unless this is done and the initial policy of the Government of India adhered to, in a few years Madras will sink to the position of a third-rate port and the Madras Railway become a heavy burden to the State—an eventuality which is naturally viewed with alarm by those interested in the maintenance of the prestige of Madras.

The Chamber has no objection to proposals (b) and (c), but it can see no possible necessity for the proposed Erode-Nanjangud Railway save that it would complete the metre gauge system, and, for the reasons set forth above, it would earnestly request the Government of India to refuse to sanction its construction.

ORDER—dated 22nd June 1893, No. 965 R., Public Works.

The foregoing letter will be submitted to the Government of India.

2. The Governor in Council is, however, 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 Railways to Mangalore. Not unnaturally the Chamber of Commerce appear to overlook the great advantage to Southern India to be derived from these lines, but this advantage to the general public should not, in the opinion of Government, be subordinated to the effect the line may have on the trade of the Madras harbour and the Madras Railway, even if it were certain that such effect would be injurious. It is, however, extremely probable that both the Madras Railway and the port of Madras would share in the increase of general prosperity which may be looked for from the obviously desirable connection and extensions referred to.

[Here enter No. 966 R., dated 22nd June 1893.]

(True Extract.)

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

To the Chairman, Chamber of Commerce, Madras.

Exd. A. D. Xavier.

Spare Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated June, 22nd.

Recd.

Encl.

G.O., 22nd June 1893, No. 965 R.

JUNE.

Connection between the South
Indian and Southern Mahratta
Railways

Letter from the Madras Chamber of
Commerce protesting against the proposed
— and the extension of Mysore Railways
to Mangalore, ordered to be forwarded to
the Government of India.

22ND JUNE 1893, No. 966 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,

I am directed to forward, for the consideration of the Government of India, the
enclosed Proceedings * of this Govern-
ment containing a letter addressed to the
Government of India by the Madras

Chamber of Commerce, in which that body protests, in the interests of the Madras
Railway and the port of Madras, against the project for the connection between the
South Indian Railway and Southern Mahratta Railway and for the extension of the
Mysore Railways to Mangalore submitted with my letters Nos. 619 R. and 819 R.,
dated 23rd March and 6th May 1893.

2. In the opinion of the Governor in Council the advantages likely to accrue to
Southern India generally from the projects in question immeasurably outweigh local
considerations such as those advanced by the Chamber, even if well founded; but His
Excellency in Council is disposed to think that the fears of the Chamber are exag-
gerated and that the Madras Railway and the port will share in the increase of
general prosperity which will result.

3. The Government of Madras therefore strongly urges that the scheme brought
forward by Mr. Kirby in its entirety be sanctioned by the Government of India, as
the extension of railways in India by private enterprise without any cost to the State
is the great desideratum, which has so long been absent.

4. The contention of the Chamber of Commerce as to the probable effect of
the proposed French Railways from Pondicherry to Tiruppappuliyur and Karikal to
Peralam is sound and this Government shares the apprehensions of the Chamber of
Commerce as to the injurious effects which these extensions are likely to cause to
British ports. It is not, however, believed that goods would be booked past Mangalore
to Marmagao when a railway has been opened to the former port.

I have the honour to be,
Sir,

Your most obedient servant,

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

OOTACAMUND,
22nd June 1893.

Exd. A. D. Xavier.

Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated June, 22nd.

Recd.

Encl.

22nd June 1893, No. 966 R.

JUNE.

**Connection between the South
Indian and Southern Mahratta
Railways**

Forwarding, with remarks, letter from the Madras Chamber of Commerce, protesting against the proposed — and the extension of Mysore Railways to Mangalore.

Print
The Chamber of Commerce,

MADRAS, 5th June, 1893.

FROM

J. A. BOYSON, Esq.,

CHAIRMAN, CHAMBER OF COMMERCE,
MADRAS.

TO

THE SECRETARY,

TO THE GOVERNMENT OF INDIA,

P. W. D. (RAILWAY BRANCH),

SIMLA.

SIR,

Particulars have recently been published by the Madras Press of certain proposals made by Mr. Kirby, through Mr. Lonsdale, to the Dewan of Mysore for the construction of the following metre-gauge railway extensions, viz., (a) from Erode to Nanjangud; (b) from Hassan to Mysore; and (c) from Mangalore to Hassan and Arsikeri, and it is now stated that the Government of India has called for the views of the Government of Bombay, presumably on proposals (b) and (c).

The Chamber not unnaturally anticipated that the views of the Madras mercantile community on the proposals would have been invited by the Madras Government; but as there is no indication of such a course being adopted, the Chamber feels called upon without further delay to respectfully protest in the strongest possible manner against proposal (a) which it hopes the Government of India will not be persuaded to sanction if only on account of the suicidal railway policy which such a concession would, in the opinion of this Chamber, promote and encourage in this Presidency.

The Government of India originally ruled most distinctly that metre-gauge railways in the Madras Presidency were designed to act as feeder lines to the standard gauge, and at the opening of the Kistna Bridge His Excellency Lord Wenlock expressed his personal adherence to that policy, a policy, however, which was most unwisely departed from when the metre-gauge lines crossed the standard gauge at Renigunta and Katpadi, and when a direct competing metre-gauge line was introduced running parallel with, and almost alongside, the standard gauge from Katpadi to Guntakal Junction.

The construction of the Erode-Nanjangud railway would place Karikal and Marmagao in direct connection by the metre gauge system; it would open a new artery for traffic from East to West entirely evading the Port of Madras; it would give the metre gauge railways long leads for traffic from practically the four points of the compass, in direct competition with the standard gauge railway, which the metre gauge railways were avowedly introduced to feed; and, finally, it would, aided by low railway rates over long leads, low harbour dues, and correspondingly low

freights from the foreign ports alluded to, divert trade and traffic from their legitimate outlet and play havoc with the trade of Madras and with the income of the Madras Railway. The Chamber can only characterise such a policy, if inaugurated, as unjust and ruinous to the trade of Madras, whose interests are identical with those of the Madras Railway. The Government of India has already to meet *in sterling* the deficit caused by the failure of the Madras Railway to earn its guaranteed interest, and proposal (a), if sanctioned, would be as direct a manner of increasing that deficit and adding to the burden which Government has already stated its inability to bear, as if the earnings of that railway were decreased by a stroke of the pen. That most serious injury would be inflicted on the port of Madras by a connecting line of metre-gauge from the Southern Mahratta Railway at Nanjangud to the South Indian Railway at Erode is a matter of such certainty that proposal (a) has caused considerable alarm among the merchants of Madras.

In its letter to the Government of Madras of the 9th March last, (copy of which is enclosed,) the Chamber adverted to the very prejudicial consequences to important British trade interests which would ensue from the construction of the two branch lines of railway from Pondicherry to Tirupapaliyur and from Karikal to Peralom, and it protested against them owing to the fact that they would intensify the diversion of trade from British to Foreign ports which was inaugurated by the initial error in the alignment of the metre-gauge railway system of Southern India. The arguments which were used in that letter apply with equal, if not greater, force to the proposed Erode-Nanjangud railway, and the Chamber trusts that the Government of India will refuse to be a party to a scheme which is fraught with such grievous consequences to this Port.

The trade of Madras has subjected itself to an onerous tax in the shape of Harbour Dues, which it would most certainly not have been willing to impose upon itself had it for a moment supposed that future lines of railway to be constructed would be so laid out as to divert traffic from the Port of Madras; and if the authorities who are responsible for this disastrous railway policy persist in carrying it out in opposition to the wishes of the Government and the public of this Presidency, the Chamber considers that it is only fair that the Madras Harbour should be converted into an Imperial work and Madras made a free port. Unless this is done, and the initial policy of the Government of India adhered to, in a few years Madras will sink to the position of a third rate port and the Madras Railway become a heavy burden to the State, an eventuality which is naturally viewed with alarm by those interested in the maintenance of the prestige of Madras.

The Chamber has no objection to proposals (b) and (c), but it can see no possible necessity for the proposed Erode-Nanjangud railway, save that it would complete the metre-gauge system, and, for the reasons set forth above, it would earnestly request the Government of India to refuse to sanction its construction.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) J. A. BOYSON,

Chairman.

The Madras Chamber of Commerce,
Madras, 5th June 1893.

FROM

J. A. Boyson Esq.
CHAIRMAN, CHAMBER OF COMMERCE,
MADRAS.

TO

The Secretary to Government
P. W. D. (Railway Branch),
Cotacamund.

Sir,

I have the honour to inform you that on the 2nd instant the Chamber telegraphed to the Government of India as follows:-
"Madras Chamber Commerce respectfully
"requests that sanction to Kirby's proposed
"Brook. Nanjungud Railway, now
"before Government India, be withheld
"pending receipt protest which this
"Chamber forwarding Government
"India through Madras Government
I now beg to hand you herewith the letter referred to in the above telegram, and to request that the Madras Government will be good enough to forward the

THE CHAMBER OF COMMERCE,

Madras, 3rd July 1893.

Dear Sir,

As desired in your letter, the instant I send you herewith a copy of the Chamber's letter, the 5th ult. re. the proposed Brook. Nanjungud Railway.

Yours ftr.

Wm. D. Forbush Esq.
Secy. Clerk. C.J.C.

To The Secy. Clerk
P. W. D. Secretariat

H.C. Secy.

Done 1/7/93

Please write to the Chairman, Chamber of Commerce & ask him for a copy of his printed letter to the Govt. of India, which he forwarded with his letter herewith (copy) & send to them to be printed with these Progs. Please expedite the printing.

1896 6507

Please return original papers after printing - H.C.

came as early as possible to the Supreme
Government. The Chamber trusts that
the views of the Madras Government are
not opposed to those of the Chamber, and
that the ^{Government} will be in a position to recom-
mend the refusal of sanction for
the construction of the Poode-Nanjungud
Railway.

I have the honour to be,

Sir,

Your most obedt servant,

W. B. P. P.

Chairman.

Regd: 14-7-89

Chamber of Commerce

all 7/6
all 4/6. R 11-6-96.

all 11/5
all 10/5 R 17/5

11/12

2

Letter from the Chairman, Chamber of Commerce, Madras, dated 5th June 1893.

I have the honor to inform you that on the 2nd instant the Chamber telegraphed to the Government of India as follows:-

"Madras Chamber Commerce respectfully requests that sanction to Kirby's proposed Erode. Nanjangud Railway, now before Government India, be withheld pending receipt of protest which this Chamber forwarding Government India through Madras Government."

I now beg to hand you herewith the letter referred to in the above telegram, and to request that the Madras Government will be good enough to forward the same as early as possible to the Supreme Government. The Chamber trusts that the views of the Madras Government are not opposed to those of the Chamber and that the Government will be in a position to recommend

the

the refusal of sanction for the construction
of the Erode - Nanjangud Railway.

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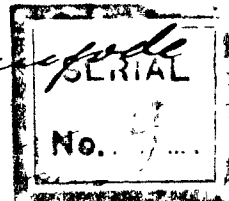
2 M. E. the Governor
Sir D. Storer

W
The letter of the Chamber of Commerce
should be forwarded to the Govt of India
The Chamber informed accordingly.
I certainly would not endorse the
Chamber's views. The assertion that
the meter gauge lines in Southern
India are avowedly only designed as
feeders to the standard gauge railway
is I believe absolutely unfounded.
The connection between Erode and
Nanjangud will be a great benefit
to Southern India and will be obtained
under the proposed concession with
practically no cost to the State. To
postpone it to the interests of Madras
merchants - even if it should produce
the consequences they anticipate - seems
to me unjust to the country at large.
We have had the letter of March 93 already
I think. The Govt should have been
put up. Should go to India also.

W
7 June

The Chamber appear to think that
all the interests and traffic of the
Presidency should be centred in Madras
Town - and are anxious to subordinate
the whole of the country to their own
views. As the Govt of Madras is entrusted
with the care of the entire Presidency it
should I think look on railway schemes
as to their effect on the general public -
not on one line or one town alone.
I think we should tell the Govt of

Erode - Nanjangud
Rly.



The objections to the
line are that it will
take to the west coast
a large proportion of
exports from the South
of India - the C. of
Commerce do not
quote any figures but
these might be called
in -
The completion of the
narrow gauge of joining
Erode to Nanjangud
is a great advantage
to the South of India
but the C. of Commerce
could this be retorted
because the Madras
Rly cannot pay its
guarantee - this is
no argument -
The Govt of India have
asked the Govt of Madras
for their views on
the subject to the
concessionaire

9 June 2 83

India that we share the apprehension of the Chamber as to the prejudicial effect which the new French railways may have on British ports - but we cannot believe that goods will be conveyed to Marmora from Southern India past Mangalore when there is a railway to that port. No figures are mentioned as to the likelihood of traffic being diverted from the Madras Railway - but even if there should be some loss, this Govt. has to consider the enormous advantages which the general public will derive from an extension of railway communication in the country, and with the general increase of prosperity so caused, it is hard to believe that the Madras Railway will not get its share of the general improvement.

I do certainly admit that I consider the metre gauge system as a general system is a mistake for many reasons, but we have to take matters as we find them - and when we find such a large portion of Southern India embraced in the coils of metre lines such as the S. Mahratta - and the S. Indian, we can only use our endeavours to get their systems as complete as possible, and make them serve the interests of the country as efficiently as possible. This I believe the proposed

I doubt. The metre gauge is sufficient for the traffic of the country in most cases, but to be prepared for the future. The risk of break of gauge can in my opinion often be stated as affecting general traffic.

railways will do.
If the Govt. of India is going to stifle private enterprise in railway extension in India - on the ground that ~~metre~~ ^{narrow} gauge lines of communication to be constructed are likely to compete injuriously with State aided lines - they will retard the prosperity of the country enormously, and I think we should urge them strongly to disregard such objections as are made on this score by the Chamber, and by sanctioning these schemes, do their best to encourage the extension of railways in India, by E. J. M. private enterprise - the great desideratum which has so long been absent.

J.H.
18/6/90

18965R 232. June 1893.
Lt. Sec. Port. Madras
Ruifs

Read letter from Chamber of Commerce
dated 5 June 93.
Chamber of Commerce, Madras
Order hereon.

The foregoing.
In reply to your letter
of 5 June 93. I am
directed to inform
you that it will be
submitted to the Govt.
of India.

2. The Govt. is however
willing to endorse the views of
the Ch. of Com. on the subject
of the proposed connection of
the S.R. system with the line
by a line from Erode to Nungesser
and the extension of the Mysore
railways to Mangalore.

Not unnaturally the
Chamber of Commerce
appears to overlook the
great advantage to
Southern India, & the
derived ^{from these lines.} by linking up
the metre gauge with
the Southern Mahratta
by means of a line
from Erode to Nungesser
vide a map ~~to be~~
~~shown~~ but this ad-
vantage to the general
public should not
^{in the opinion of Govt.} be subordinated to
the questionable effect
the line may have
on the trade of ^{the} Madras

"harboring" & the Ma-
 dras Ry. — ^{even if it were certain that such effort would be injurious} ~~because~~
 It is ^{however} extremely probable
 that both ^{the M.R. & the Govt. of Madras} would
 share in ^{the} general in-
 crease of prosperity
 caused by this obviously ^{by} desirable
 connection & extensions
 referred to.

7. nu

$$\frac{5}{6}$$

N.
Luter

I am directed to forward for the
consideration of the Govt of India
the enclosed P^{rs} of the Govt. Con-
taining a letter addressed to the
Govt of India by the Madras Chamber
of Commerce, in which that body
protests in the interests of the Madras
Railway & the port of Madras against
the ^{project for the} ~~proposed~~ connection between the
S.R.R. & M.R. & for the extension of
the Mysore Railway to Mangalore
Submitted with my letter N^o 571/1819
23rd March & 6th May 1873

2. In the opinion of the Govt. C. the advantages likely to be secured to Southern India generally from the project in question.

Enn. if well founded; but
H.E. in C. is different to him.

~~Increases the probability~~
that the pins of the chamber are spiffed and
~~will be~~ that
the machine Rf and

No. 966 R 9 25th June 1893.
J. L. Lee Madras Ry.

Wenko Gredia

In forwarding the
Memorial received
from the Chamber of
Commerce I am di-
rected to say that
the Madras Port. does
not share in the
~~prosperity~~ views
expressed therein as
to the probable injurious
effect on the trade of
the Madras Port &
the Madras Railway.

In their opinion the great advantages to be derived by the extension of the metric gauge line from Escondido to San Francisco & thence to Warren & another immeasurably outweigh local considerations such as those advanced by the Chamber of Commerce. ~~Therefore the probable effect will be that~~ as the fear of the Chamber are exaggerated and ~~the~~ the Madison Ry and

the port will share
in the general increase
of prosperity ^{which will result} ~~to be expected~~
to be expected

3. The port of Madras ^{therefore}
through which the
scheme brought for-
ward by Mr. Kirby
in its entirety be
sanctioned by the Govt.
of India as the exten-
sion of railways in
India by private en-
terprise without any
cost to the State is the
great consideration
which has so long
been absent.

From
9/6

4. The contention of the
C. of Commerce as
to the probable effect
of the proposed South
Rails from Pondichery
to Virupakalijan &
Kankal to Peratom
is sound and this
Govt. shares the ap-
prehensions of the C.
of C. but it is not
believed goods will
be looked upon

manifestly to
Marmagao when
a railway has been
opened to the former
port

From
9/6
10 June

It appears that no order has yet issued
on the Chamber's letter of 8 March 93, the
result of the confidential enquiry
as to the shares in the Pondy R.R. having
been awaited. I don't think there
was any need for this delay. An order,
with a letter, should have been drafted in
the sense of the notes on that letter &
issued at once

10 June

See letter
dtd 12/6

A 965-66 R d 22.6.93

A 965 R d 22-6-93

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Chamber
of Commerce to the Govt. of India
J.H. No. - of 5 June 1893

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both the Madras Railway
and the port of
Madras would share in
the general ¹ increase of ² (3)
prosperity ^{which may be looked for from} caused by the
obviously desirable con-
nection and extensions
referred to. -

F.M.

13
6

R.

To The Chairman
Chamber of Commerce
Madras.
27/6

No. 966 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

22nd June 1893.

SIR,

L.P.

No 965 R dated 22nd June 1893.

With slight alterations
16/6 28/6 16 June

J.H.S.
15/6/93

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enclosed Proceedings of
this Government containing
a letter addressed to the
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Madras Chamber of Com-
merce in which that body
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of the Madras Railway
and the port of Madras
against the project for
the connection between
the South Indian Railway
and

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tension of the Mysore
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Chamber are exaggerated
and that the Madras
Railway and the port
will share in the ~~general~~
increase

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which will result.

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Kirkby in its entirety
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but It is not believed ^(however) ^(that) goods
would be booked post
Bombay to Marmagao
when a railway has been
opened to the former port.

FM

$\frac{13}{6}$

R

Imp despatch
with 3 Gms.

22/6/93.

scd
12/7/93

Print room

Despatch

Return file time
after despatch of papers.
15 mins

Rur

3/7/93