

Public Works (1894) Department.

SERIAL

No. 356

G.O., No. 356 R

DATED 15th June

[Despatch Abstract.]

Nanjangode - Erode Railway - The Madras Chamber of Commerce informed that the postponement of the — has been recommended to the Government of India till other more important lines are constructed.

BACK PAPERS.

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

FURTHER PAPERS.

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

Serial
No.

The Madras Chamber of Commerce,

Madras, 5th May 1894.

FROM The Honble Mr. J. A. Bayson
CHAIRMAN, CHAMBER OF COMMERCE
MADRAS.

TO The Secretary to the Government of Madras,
P. W. D. Railway Branch.
Ootacamund.

Sir,
The Chamber understands that the proposal of Messrs Kirby and Ponsdale to construct a metre-gauge line from Nanjangud to Erode is now under the immediate consideration of Government. It requests, therefore that it may be permitted to offer a few further remarks on the subject before it is finally disposed of. In its letters to Government dated the 5 June and 13 July 1893, the Chamber pointed out the many objections that may reasonably be urged against the construction of this particular line, although with regard to the lines from Hassan to Mysore and from Mangalore to Arsikere it had no objections whatever to offer. The Chamber's first letter was, as was pointed out subsequently, misread by Government, and

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SERIAL

No. 1

His Excellency
the Governor

Am W. Bliss

Am W. Foxe

Letter from Chamber of
Commerce 5 May 94

In forwarding to Govt.
of India Rily & Lonsdale
entire scheme on 6 May
1893, this Govt. advised
the examination of the
different routes connecting
Mumfinspude & Erode -
with this proviso the part
of the concession was re-
commended -

In G.O. 965 & 966 R of 22 June
the Madras C. of C. protest
against the Mumfinspude
Erode line - the Madras
Govt. in forwarding this
to India provisionally susp.
pent the whole scheme -

On 13 July 93 the Madras
C of C. write pointing out
that they protest only agt
the Mumfinspude & Erode
line -

Govt. of India replied -
L.R. 746 of 11 Aug. 93 - that
India concurs in the views
of M.C. in Council -

In the details of traffic
furnished by Mr. Sturrock
with reference to any route
between Mumfinspude &
Erode, the prospect is very
poor, about 12 tons daily
and very little hope of
local passenger traffic for
many years -

The result of the recon-
naissances undertaken

Regts 14.7.94

By Mr. Groves have not
yet been submitted -

In support of the Ma-
dras C. of C. the Agent
Madras Ry estimates a
total annual loss of
10 lakhs to his Ry -

I have asked him to give
details - and for a state-
ment of the effect of the
Villupuram - Olanambalam
line crossing the Madras
line at Ratpadi - which
is a parallel curve -

The South Indian Ry sup-
port the branch line, but
the views of the Southern
Maharatta Ry on the scheme
generally are not given -

I hear semi-officially
that Kirby cannot raise
capital without a guaran-
tee and possibly India
is waiting for some as-
surance of the Govt. ability
to finance the scheme
before passing the con-
cession -

His Excellency remarks
on 17 May. that other
lines Madras Ry.
Rada, Palghat Dindigul &c
may be brought to India's
notice as ranking before
this particular branch -

I submit a draft to
go to India with the letter

10/5/94

I have altered the draft
in accordance with what
I wish to bring forward - &
with what I believe to be
also the view of my hon.
colleagues. 13 May

15/5/94

16/5

World's India

1. In forwarding a letter
from the Madras C. of C.
of 5 May 94 with re-
ference to the proposal
of Messrs R. & L. to con-
struct a line from Muni-
jipudi to Eracode - I am
directed to say that the
examination of the dif-
ferent routes referred to
p. 80 of R & L of 6 May
1893 has not yet been
completed - but a reference
to the statistics of local
traffic compiled by the
Collector of the district
thru' which the Ry. will
pass do not show that
per se, it is likely to pay
even working expenses
and its recommenda-
tion must be considered
on purely financial grounds
as benefiting the interests
of Southern India - I am
therefore
to say that the Govt. in Council
will consider there are
other and more impor-
tant lines, than the con-
nection of the South Indian
& Southern Maharatta
system in the notice,
namely the Madras, Bey-
ratta - the Palghat, Din-
dighat, - and the Madras
Colombo proposed railway

2. Further consideration of the questions
raised by the proposal of this scheme has
induced the Govt. of Madras to believe that
there is considerable force in the arguments
brought forward by the Madras Chamber of
Commerce, and although the people of S. India
generally, would in all probability benefit
by the opening up of direct communication
as proposed with the State of Mysore, I am
to say that this Govt. would hesitate to recommend
the immediate construction of this line.

3. There are several other projects wh. the Govt.
considers of far greater importance for the
development & extension of commerce in this
Presidency - such as the lines between
Madras - Beypore, - Palghat - Dindigul,
Madras - Pambur & Calicut - Cannanore -
and it is strongly of opinion that these lines
would not only be much more likely to
pay interest on capital than the line under
discussion, but would not be open to the
objections wh. have been brought forward, as to
the diversion of traffic from lines in existence,
& considerable interference with vested
interests.

And the construction
of these, as they are ^{also} more
likely to benefit the country
benefit Southern India
as well as to give a fair
return on the capital
outlay, without drawing
traffic away from lines
already ~~over~~ built, is
of great importance

FMU
10/5/94

4. I am therefore instructed to impress upon the Govt. of India the views wh. the Govt. of Madras have taken as to the extension of railways in this Presidency, and to urge upon them the advisability of postponing the construction of the Mangalore-Erode railway until the completion of the above mentioned lines.
5. It should however be stated that the Govt. of Madras does not share the apprehensions of the memorialists that traffic on the proposed railway would be hampered post Mangalore to Marumagor - should the extension to Mangalore be completed - but at the same time the fact must not be overlooked of the possibility of the ~~extension of~~ shipping facilities & other privileges being granted to traders making use of the foreign ports of Ramkal & Marumagor.

FMU
17/5/94

No. 171 D

Government of Madras.

PUBLIC WORKS DEPARTMENT

RAILWAY BRANCH

No. 35

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla.

18th May 1894.

SIR,

In forwarding a letter from the Madras Chamber of Commerce of 5th May 1894 with reference to the proposal of Messrs. Kirby & Lonsdale to construct a line from Nunjungud to Erode, I am directed to say that the examination of the different routes referred to ⁱⁿ G.Os 818 & 819.R of 6th May 1893 has not yet been completed but a reference to the statistics of local traffic compiled by the Collector of the districts through which the Railway would pass do not show that per se, it is likely to pay even working expenses and its recommendation must be considered on purely general grounds as benefitting the inhabitants of Southern India.

Further consideration of the questions raised by the proposal of this scheme has induced the Government of Madras to believe that there is considerable force in the arguments brought forward by the Madras Chamber of Commerce, and although the people of Southern India generally would in all probability benefit

benefit by the opening up of direct communication as proposed with the State of Mysore, I am to say that this Government would now hesitate to recommend the immediate construction of this line.

3 There are several other projects which this Government considers of far greater importance for the development & extension of commerce in this Presidency such as the lines between Madras-Bezwada, Palghat-Dindigul, Madura-Pamben, & Calicut-Cannanore-and it is strongly of opinion that these lines would not only be much more likely to pay interest on capital than the line under discussion, but would not be open to the objections which have been brought forward as to the diversion of traffic from lines in existence & interference with vested interests.

4 I am therefore instructed to impress upon the Government of India the views which the Government of Madras have taken, as to the extension of Mys in this Presidency & to urge upon them the advisability of postponing the construction of the Nunjund-Erode railway until the completion of the above-mentioned lines.

5 It should however be stated that the Govt of Madras does not share the apprehensions of the memorialists that traffic on the proposed railway would be carried past Mangalore to Marmagao, should the extension to Mangalore be completed-but at the same time the fact must not be overlooked of the possibility of shipping bounties & other privileges being granted to traders making use of the foreign ports of Karikal & Marmagao.

Inf despatch
with 1 Am.
18.5.74

MLL
15
5/94

No. 356 R 2/15 June 1894.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT

No. 36

Read the following

Letter from the Chairman
Chamber of Commerce, Madras
H. No. - 7 5 May 1894

The Chamber
will be informed that
His Excellency the Governor
in Council has precom-
mended the postpone-
ment of the Nanjund
Erode connection till
other and more im-
portant lines are con-
structed.

MLL
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To The Chairman
Chamber of Commerce
Madras
Inf despatch 15.6.94.