

Public Works (1894) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 491-2 R

DATED 18th September

[Despatch Abstract.]

Tinnevely - Quilon - Cochin Railway.

Letter from Mr Lavelle asking for certain
concessions for the construction of the
proposed — ordered to be forwarded
to the Govt of India and to the Resident
in Travancore and Cochin.

July letter from Mr Lavelle asking for
certain concessions for the construction of
the proposed —

Index.

[1894]

BACK PAPERS.

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FURTHER PAPERS.

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18TH SEPTEMBER 1894, No. 491 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS. PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From M. F. LAVELLE, Esq., dated Bangalore, 31st August 1894.

With reference to Government of India Circular No. 924 R. C., dated 15th September 1893, I have the honour to request that the Government may be pleased to grant me a concession for a line of Railway to connect the sea-port of Quilon in the Travancore State, with the South Indian Railway at Tinnevely, following the route shown on the accompanying plan. It is within your knowledge that a concession for this line was granted to Messrs. Armstrong and Company some short time ago, but that the Secretary of State was unable to sanction the proposed method of raising the capital, and that, therefore, the time for which the concession was granted expired, and the project fell through.

The present concession is for practically the same line, and certain proposals have already been made to the Government of Travancore regarding it. (See clause 8, Form A.)

No guarantee is asked from Government, but under Circular No. 924 R. C., Government of India, dated 15th September 1893, I ask the following terms:—

- (1) The free grant of any surveys of the line which may be in the possession of Government.
- (2) The use of all such land as is necessary for the construction of the Railway, and for the stations, station yards, offices, houses for employes, and works necessary for the purposes of the railway, as well as for quarrying, ballast, brick-fields, and kindred purposes, free of charge.
- (3) It is proposed to offer the working of the line to the South Indian Railway. (See Appendix C.)

I would beg that Government, in order to encourage and assist in the raising of the necessary capital, be pleased to sanction that the share of gross earnings of the line payable to the South Indian Railway do not exceed fifty per cent.

(4) That Government be pleased to sanction the payment of interest out of capital during the period of construction, and until the close of the half-year next following the half-year in which the railway may be fully opened to traffic at the rate of 4 per cent. per annum.

(5) Capital has been fixed for the construction of the Tinnevely-Quilon portion only, but further capital can be raised for the branch from Quilon to Trevandrum on terms similar to the above.

(6) The syndicate with whom I am in communication will take up the capital and then issue it to the public. It will be noticed that the capital is only £50,000 higher than that first proposed by Messrs. Armstrong and Co. Every effort has been made to keep the capital as low as possible, to enable the line to pay a good dividend.

As the present low rate of exchange is very favourable for the transfer of money to India for expenditure out here, and as money is at present very cheap at home, I beg that every effort may be made to expedite the granting of the concession to me, so as to enable me to meet the autumn and winter market at home.

FORM A.

To accompany all applications for leave to construct railway to any part of British India.

Nature of particulars to be specified.	Particulars.
1 The name of the Company, person or persons by whom the application is preferred, the proposed amount of capital, the number of shares and the amount of each share.	Michael Fitzgerald Lavelle. Capital £ 650,000, six hundred and fifty thousand pounds sterling, in six hundred and fifty thousand shares of one pound each.
2 The termini, together with the names of all the principal towns from, in, through or into, or near which the railway is intended to be constructed.	See Appendix A.
3 The length as far as known of the proposed railway.	One hundred and six miles.
4 The gauge proposed and weight of rails, &c.	Metre gauge, fifty lbs. per yard.
5 The motive power to be employed	Steam.
6 The maximum tolls, rates and fares intended to be charged on the proposed railway.	See Appendix B.
7 Details of any agreement which may have been provisionally arranged or which it is desired to enter into, under which the proposed line, when constructed is to be leased out for working to any existing railway administration.	See Appendix C.
8 Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	In fixing the capital at £ 650,000, provision has been made for expenses of promotion, and payment of interest out of capital at the rate of four per cent. per annum during construction. The following proposals have been laid before the Travancore Government through the British Resident there:— (1) Capital of the Company to be fixed at £ 650,000 for the Tinnevelly-Quilon construction. (2) That in the event of a more detailed survey being found necessary, the Travancore Government supply it or pay the cost of it. (3) That all land required for the purposes of the Railway, also land for quarries and brick-fields, be granted free of cost by the Travancore Government. (4) That the Travancore Government pay to the concessionaire an annual subsidy or grant of £ 15,000 (fifteen thousand pounds sterling) for fifteen years, such payment to begin from the time that the whole line is opened to traffic. (5) That the concessionaire, or company formed by him to construct the line pay the Travancore Government a moiety of the surplus earnings of the company after paying 3% on the capital of the company and allowing for home charges. This payment to be concurrent with the payment of the subsidy and to cease with it. (6) That for the purposes of exchange in connection with the payment of the annual subsidy by the Travancore Government, this be fixed at one shilling and two pence per rupee, as a minimum. (7) That as far as purchase of the line is concerned, the Travancore Government would do so on terms similar to those laid down by the Government of India in their Circular 924 R. C., dated 15th September 1893.

APPENDIX A.

TERMINI OF MAIN LINE OF PROPOSED RAILWAY.

TINNEVELLY AND QUILON.

Branches.—FROM QUILON ON THE MAIN LINE TO TREVANDRUM.

Principal towns and districts or provinces through which the proposed railway will pass.

	Towns.	District or Provinces.
Main Line	Tinnevelly	British Territory.
	Umbausamdrum	
	Bremadassam	
	Thenkassheo	Travancore State.
	Shencotta	
	Arriankadu	
Branch	Kotarcurray	
	Quilon	
	Quilon	Travancore State.
	Autunkulli	
	Yoddacode	
	Pulliapporam	
	Onloor	
	Vunjeoor	
	Trevandrum	

APPENDIX B.

Schedule of Maximum and Minimum rates and fares intended to be charged on the proposed railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger fares—</i>		
1st Class	18	12
2nd Class	9	6
Intermediate Class	4½	3
3rd or lowest Class	3	1½
<i>Luggage</i>	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
	The rates passed at Conference of 1888.	
<i>Carriages—</i>		
Single carriages	Maximum. Pies per mile.	Minimum. Pies per mile.
	42	30
Two or more carriages on one truck.	Maximum. Pies per truck.	Minimum. Pies per truck.
	5½	42
<i>Horses—</i>		
Single horse	Maximum. Pies per mile.	Minimum. Pies per mile.
	24	18
<i>Dogs—</i>		
Each	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
	96	48

APPENDIX B.—(Continued).

				First 100 miles.	Every additional 100 miles.
				ANNAS.	ANNAS.
Parcels—					
Not exceeding	5 Seers or 1 cubic foot	...	}	Rates passed at Conference of 1888.	
"	10 " 2 cubic feet	...			
"	20 " 4 " "	...			
"	30 " 6 " "	...			
"	40 " 8 " "	...			
For every additional 10 Seers or 2 cubic feet or portion of 10 Seers or 2 cubic feet.					

Goods rates—	Maximum. Pies per maund per mile.				Minimum. Pies per maund per mile.	
5th Class	...	...	...	1	}	1
4th "	...	...	...	1		
3rd "	...	...	...	1		
2nd "	...	...	...	1		
1st "	...	...	...	1		
Coal, edible grains and other low priced staples to be carried at special rates.						
				1		10

APPENDIX C.

WORKING OF PROPOSED RAILWAY.

No agreement has been arranged with any existing Railway Administration under which the projected railway is to be worked, but, when completed it is proposed to offer the working to the South Indian Railway Company on the terms set forth in Government of India Circular 924 R. C., dated 15th September 1893, Resolution thereon clause (5).

From M. F. LAVALLE, Esq., dated Bangalore, 31st August 1894.

With reference to my application of this day's date, under Government of India, Circular No. 924 R. C., dated 15th September 1893, asking for a concession for the Railway from Tinnevely to Quilon, I have the honour to inform you that the syndicate with whom I have been in communication on the subject, have written to say that as they have a large amount of capital at hand to invest in Indian Railways under favourable terms, it would suit them to construct not only the Quilon-Trevandrum branch, but also a line from Quilon to Cochin. If Government is prepared to entertain the proposal, I shall be glad to open negotiations.

ORDER—dated 18th September 1894, No. 491 R., Public Works.

The above papers will be forwarded to the Government of India and to the Resident in Travancore and Cochin through the Political Department.

(True Extract.)

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

ENDORSEMENT—dated 18th September 1894, No. 492 R., Public Works.

Forwarded.

(By Order.)

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

To

The Secretary to the Government of India,

Public Works Department.

Sinla.

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated September, th.

Recd.

Encl.

G.O., 18th September 1894,
Nos. 491-492 B.

SEPTEMBER.

Tinnevely-Quilon-Cochin Railway.

Forwarding letters from Mr. Lavelle
asking for certain concessions for the con-
struction of the proposed — .

Bangalore
31st August 1894

From
Mr. T. Lavelle Esq.
Bangalore

To
The Joint Secretary
Govt. of Madras
Railway Branch

Sir
With reference

to Government of
India circular
No. 924 R. C. dated
15th September 1893,
I have the honour
to request that the
Government may
be pleased to grant
me a Concession
for a line of Rail-
-way to connect
the

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the sea-port of
Quilon in the Tra-
-vancore State,
with the South
Indian Railway
at Tinnevely,
following the route
shown on the
accompanying plan.
It is within your
knowledge that
a concession for
this line was granted
to Messrs Armstrong
and Company some
short time ago,
but that the Secretary
of State was unable
to sanction the
proposed method
of raising the
Capital, and that,
therefore, the time
for

for which the
Concession was
granted expired,
and the project
fell through.

The present Concession
is for practically
the same line, and
certain proposals
have already been
made to the Government
of Transvaal regarding
it. (See Clause 8. Form
A.)

No guarantee is asked
from Government,
but under Circular
No. 924 P.C. Govern-
ment of India,
dated 15th September,
1893, I ask the
following terms;

(1) The free grant of
any survey of
the

the line which may
be in the possession
of Government.

(2) The use of all
such land as is ne-
cessary for the
construction of the
Railway, and for
the Stations, station
yards, offices, houses
for employees, and
works necessary
for the purposes of
the railway, as well
as for quarrying,
ballast, brick-fields,
and kindred purposes,
free of charge.

(3) It is proposed to
offer the working
of the line to the
South Indian
Railway (See Appendix
C).

Handwritten text in a script, likely Malayalam, covering the left page of the document. The text is dense and fills most of the page.

traffic at the rate of 4 per cent. per annum.

(5) Capital has been fixed for the construction of the Trivandrum - Quilon portion only, but further Capital can be raised for the branch from Quilon to Treondrum on terms similar to the above.

(6) The Syndicate with whom I am in communication will take up the Capital and then issue it to the public. It will be noticed that the Capital is only

than any other proposed
by Messrs. Armstrong
& Co. Every effort
has been made to
keep the Capital as
low as possible, to
enable the line to
pay a good dividend.
As the present low
rate of exchange
is being favourable
for the transfer
of money to India
for expenditure out
here, and as money
is at present very
cheap at home,
I beg that every
effort may be
made to expedite
the granting of
the

10
£50,000 higher than
that first proposed
by Messrs. Armstrong
& Co. Every effort
has been made to
keep the Capital as
low as possible, to
enable the line to
pay a good dividend.
As the present low
rate of exchange
is being favourable
for the transfer
of money to India
for expenditure out
here, and as money
is at present very
cheap at home,
I beg that every
effort may be
made to expedite
the granting of
the

the Concession to
me, so as to enable
me to meet the
Autumn and winter
market at home.

I have the honor to be,
Sir,
Your most Obedt. Servant

W. Lawrie

To accompany all applications for leave to construct railway to any part of British India.

	Nature of Particulars to be specified	Particulars
1.	The name of the Company, person or persons by whom the application is preferred, the proposed amount of capital, the number of shares and the amount of each share	Michael Fitzgerald & Co. Capital £ 650,000. Six hundred and fifty thousand pounds Sterling, in Six hundred and fifty thousand shares of one pound each.
2	The termini, together with the names of all the principal towns from, in, through or into, or near which the railway is intended to be constructed.	See Appendix A.
3	The length as far as known of the proposed railway.	One hundred and six miles.
4	The gauge proposed and weight of rails &c.	Metre gauge. Fifty pounds per yard
5	The motive power to be employed	Steam.
6	The maximum tolls, rates and fares intended to be charged on the proposed railway.	See Appendix B.

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page. Some words like "proposed", "line", "working", "Railway", "administration" are visible.]

7	Details of any agreement which may have been provisionally arranged or which it is desired to enter into, under which the proposed line, when constructed is to be leased out for working to any existing Railway administration	See Appendix C.
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	In fixing the capital at £650,000, provision has been made for expenses of promotion, and payment of interest out of Capital at the rate of four percent per annum during construction. The following proposals have been laid before the Travancore Government through the British Resident there: (1) Capital of the Company to be fixed at £650,000 for the Tinnelly-Quilon construction. (2) That in the event of a more detailed survey being found necessary, the Travancore Government supply it or pay the cost of it. (3) That all land

8 (Continued)

required for the purpose of the Railway, also land for quarries and brick-fields, be granted free of cost by the Travancore Government.

(4) That the Travancore Government pay to the Concessionaire an annual subsidy or grant of £15,000 (fifteen thousand pounds sterling) for fifteen years. Such payment to begin from the time that the whole line is opened to traffic.

(5) That the Concessionaire, or Company formed by him to construct the line pay the Travancore Government a moiety of the surplus earnings of the Company after paying 3% on the Capital of the Company, and allowing for home charges. This payment to be concurrent with the payment of the Subsidy and to cease with it.

(6) That for the purpose of exchange in connection with the payment of

(continued) p. 100

Form A (continued)

8. (continued)

the annual subsidy by the Travancore Government, this be fixed at one shilling and two pence per paper, as a minimum.

(7) That as far as purchase of the line is concerned, the Travancore Government would do so on terms similar to those laid down by the Govt. of India in their Circular Q21 R.C. dated 15th September 1893.

Appendix A.

Termini of Main line of proposed Railway Tinnevely and Quilon

Branches. From Quilon on the main line
to Travancore

Principal towns and districts or provinces
through which the proposed railway
will pass

	Towns	District or Provinces
<u>Mainline</u>	Tinnevely Ambamundram Premadadam Thekkashee Shencotta Arrian Koon Kolaracooram Quilon	British Territory Travancore State
<u>Branch</u>	Quilon Antunkulli Peadaacode Pilliaipoolam Ooloo Vunjeoor Travancore	Travancore State

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Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed railway

	Maximum Pies per Mile	Minimum Pies per Mile
Passenger Fares		
1 st Class	18	12
2 nd Class	9	6
Intermediate Class	4½	3
3 rd or lowest Class	3	1½
Luggage - the rates	Maximum Pies per Landed per Mile Passed at Conference of 1888	Minimum Pies per Landed per Mile
Carrriages	Maximum Pies per Mile	Minimum Pies per Mile
Single Carrriages	42	30
Two or more carrriages on one truck	Maximum Pies per Truck	Minimum Pies per Truck
	54	42
Horses	Maximum Pies per Mile	Minimum Pies per Mile
Single horse	24	18
Dogs	Maximum Pies per 50 Miles or fraction thereof	Minimum Pies per 50 Miles or fraction thereof
Each	96	48

וְהָיוּ הַמִּשְׁכָּנִים וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת

וְהָיוּ הַמִּשְׁכָּנִים וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת

וְהָיוּ הַמִּשְׁכָּנִים וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת

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 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת

וְהָיוּ הַמִּשְׁכָּנִים וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת
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וְהָיוּ הַמִּשְׁכָּנִים וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת
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 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת
 וְהַמִּשְׁכָּנוֹת וְהַמִּשְׁכָּנוֹת

Appendix B. (continued)

Parcels

Not exceeding 5 Seers or 1 cubic foot
 " " 10 " 2 cubic feet
 " " 20 " 4 "
 " " 30 " 6 "
 " " 40 " 8 "
 For every additional
 10 Seers or 2 cubic feet
 or portion of 10 Seers or
 2 cubic feet

Goods rate
 5th Class
 4th do.
 3rd do.
 2nd do.
 1st do.

Coal, edible grains and
 other low priced staples
 to be carried at special
 rates

First 100 Miles
 Annex
 Every additional
 100 Miles
 Annex

Rates passed at
 Conference of 1888

Maximum
 Price per annum
 per mile

Minimum
 Price per annum
 per mile

1
 5/6
 2/3
 1/2
 1/3

1/6

1/3

1/10

1. The proposed railway line is to be constructed from the station at ...
 2. The line is to be worked by the ...
 3. The ...
 4. The ...
 5. The ...
 6. The ...
 7. The ...
 8. The ...
 9. The ...
 10. The ...

1. The ...
 2. The ...
 3. The ...
 4. The ...
 5. The ...
 6. The ...
 7. The ...
 8. The ...
 9. The ...
 10. The ...

Appendix C.

Working of proposed railway.

No agreement has been arranged with any existing Railway Administration under which the projected railway is to be worked, but when completed it is proposed to offer the working to the South Indian Railway Company on the terms set forth in Government of India Circular 924 R.C. dated 15th September 1893 Resolution thereon Clause (5).

Bangalore
31st August 1894

From
Mr. F. Laouelle Esq.
Bangalore
To
The Joint Secretary
Govt. of Madras
Railway Branch
Sir

With reference
to my application
of this day's date,
under Government
of India Circular
No. 924 R.C. dated
15th September 1893,
asking for a Conces-
sion for the Railway
from Tumacally
to Quilon, I have
the honour to
inform you that
the

the Syndicate with whom I have been in communication on the subject, have written to say that as they have a large amount of Capital at hand to invest in Indian Railways under favourable terms, it would suit them to construct not only the Quilon-Treandrum branch, but also a line from Quilon to Cochin. If Government is prepared to entertain the proposal, I shall be glad to open negotiations.

I have the honor to be,

Sir

Yours most, Obedt. Servant

W. Lavelle

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His Excellency the Governor
Genl. W. Bliss
Genl. W. ~~Bliss~~ from

Mr. Lathell has submitted
his proposal for a ¹⁵con-
sion in the present
form - He estimates the
Capital at £650,000
which @ $1\frac{1}{2}$ = 111-labs re-
fers - and asks the Govt.
income fund, to pay an
annual subsidy of £15,000
from opening of line for
15 years -

It is also stipulated that
sanctions be given to pay
insulators 4% out of capital
during construction - the
recent act passed provides
for this -

Lastly that the Hawaiian
people are to receive $\frac{1}{2}$ of
surplus earnings after pay-
ment of 3% on the capital
during the aforesaid 15 years.

In other words during construction 4% is paid to investors out of Capital & for 15 years afterwards the Trust. for. pay 2.3% on the Capital minus the $\frac{1}{2}$ surplus profits over 3% — ^{the Co.} Lasker ^{receives} 2.3% and pays 3% for 15 years = 7% ^{minus} $\frac{1}{2}$ surplus profits.

Sanctimon Co. pro.
have to raise £775,000
= 132½ lbs. copper &
iron for £31,000 from
Nat. for. In 25 years
from commencement of

the work - and pro-
pose to pay back $\frac{1}{2}$
surplus profits over
4% -

The proposals of Mr.
Lavelle are therefore
much more favorable
than those of Mr. Sam-
derson, as far as the
future State is concerned
while the foot. of India
in either case is asked
for no guarantee -

The rates & fares in
both cases are those
obtaining in the South
Indian Ry.

The proposals of Mr.
Lavelle should go to
the foot. of India and
the Resident of Travancore
for information.
Meanwhile the Dur-
ban has been asked
if they will provide the
cost of a detail survey
to be undertaken this
coming season.

Then

5
7/94

Proceedings of the
Indian foot.

Read - Paper from
Mr. Lavelle regarding
concession for a line
from Trivandrum to Andhra
order.

The above papers will
be forwarded to the
foot. of India and to
the Resident Travancore
and Political Depart.

J. R. C.

11
7/94

NV 49/R d/ 18 Sept 1894

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Cochin through the Political
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H.E. No 492 R 7/18 Sept 1894

Forwarded

Done 16/9

Sub J. R. U.

11/9 94

To
The Political Secy Sept 19/9
M. F. Lavelle Esq Sept 18/9

A.

No. 491-92 R 7/18 Sept 1894

Trivendrum - Quilon -
Cochin Railway

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for the construction of
^{by forest} the ordered to be
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& Cochin

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