

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 115 R

DATED 25th September

[Despatch Abstract.]

Capital and Revenue accounts, Kolar Gold Fields Ry.

Ordered that the note by the ag. Chief auditor on the —
for the half-year ended the 30th June 1895, be
forwarded to the Govt of India & the Secy. of State.

Ditto — Fdg Pros: embodying a note by the Acting Chief Auditor on
the — for the half-year ended the 30th June 1895.

Forwarding Pros: embodying a note by the ag.
Chief auditor on the Capital & Revenue accounts,
Kolar Gold Fields Railway for the half-year
ended the 30th June 1895.

may be, any moneys to which they may be entitled under any of the provisions of this order. Provided also that upon the failure of the promoters to carry out the said concession, the said sum of £450/- so to be deposited as aforesaid shall be forfeited to the Municipal Councilors.

34 The Tramways, plant, engines, carriages, and other vehicles, Offices, workshops, sheds, stables, buildings, carriage houses, engine houses, ware houses, yards and depôts of the promoters shall, for a period of seven years from the date of this order, be exempt from all municipal taxation, except such lighting rates and water tax as may from time to time be payable in respect of such offices, workshops, sheds, stables, buildings, carriage houses, engine houses, ware-houses, yards and depôts.

x

x

x

35. The promoters shall observe and perform the following conditions that is to say:-

(1) The construction of Tramways shall not be commenced until $\frac{1}{2}$ of the share capital of such proposed company has been subscribed.

(2) The maximum amount to be paid for preliminary expenses and promotion shall be the sum of \$12,000/.

(3) The maximum amount to be paid to any contractor or contractors for the construction and equipment of the Tramways, for providing expenses and interest during construction and sufficient working capital, shall not exceed the total nominal capital and such further sum (if any) to be raised by debentures or other obligations as the promoters may consider necessary.

36. Nothing in this order or in the Indian Tramways' act, 1886, contained shall prevent the promoters borrowing money on

on the security of mortgages of the undertaking or shall make the consent or approval of the Local Government necessary to the validity or effect of any such mortgage, provided that every mortgage of the undertaking shall be deemed to comprise all the money which may be paid to the promoters in the event of a compulsory sale of the undertaking or any part thereof to the local authority under section 22 of the Indian Tramways Act, 1886, and that any mortgage granted by the promoters shall not be a charge upon the undertaking or any part thereof in the event of the undertaking or such part being purchased by the local authority under Section 22 of the Indian Tramways Act, 1886, and that every mortgage deed granted by the promoters shall be endorsed with notice to that effect—

34. The promoters may, subject to the provisions of this order

order, by lease or leases demised
to any person or persons, corpor-
-ation or company the right of
-user by such person or persons,
corporation or company of the
Tramways, or any part thereof,
and of demanding and taking
in respect of the same the tolls
and charges authorized by this
order. Provided always that
in the first instance such
lease or leases shall not be made
for any term exceeding 21 years
from the passing of this order,
and after the expiration of
such lease or leases, any further
lease or leases shall be so made
as to expire on or before the
time or times at which the
local authority may exercise
the powers of purchase con-
-ferred by section 22 of the
Indian Tramways Act, 1886.
38. The promoters for the
time being may, if they think
fit, at any time sell, assign
or transfer the rights, powers,
authorities, obligations and
liabilities

liabilities of this order, and upon notice in writing of such sale, assignment or transfer being given to the Local Government and to the Municipal Council respectively, all such right, powers, authorities, obligations and liabilities shall be deemed to be transferred to and vested in and may be exercised by and shall attach to the purchaser or purchasers, or assignee or assignees, or transferee or transferees as the case may be, of the promoters for the time being in like manner as if the same had not been sold, assigned or transferred. Provided always that in the event of the promoters selling, assigning or transferring such rights, powers, authorities, obligations and liabilities to a Company or Limited Liability Company to be formed in England or elsewhere before commencing or during the construction of the Tramways, the powers of sale, assignment or transfer hereby granted may only

only be exercised subject to the same conditions as are by this order imposed, upon the promoters named in this order with regard to capital the amount of Capital to be subscribed before commencing the construction of the Tramways and the payment out of Capital for promotion and construction and equipment of the Tramways.

39. The promoters shall, on demand, repay to the Municipal Council all preliminary, legal and engineering expenses incurred by them in relation to this order not exceeding in the whole the sum of £500/-

40. So long as the promoters continue to own or work the Tramways or any part thereof, the Local authority of any district, in which the Tramways so owned or worked are laid, shall not consent to any application for power to construct further or other Tramways or railways in the district

of

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of such local authority until the
promoters shall have refused the
right which is hereby conferred
upon them of obtaining power to
construct, maintain and work
such further ~~or~~ other Tramways
upon the same or more ^{or less} favorable
terms than those contained in
this order for the construction,
maintenance and working of
the Tramways by this order is
authorized. —

41. Notwithstanding anything
in this order contained, the
promoters, and any person using
the Tramways, shall be subject
and liable to the provision of
any General Act now in force,
or which may hereafter be
passed, relating to Tramways,
or by which any tax or duty
may be granted or imposed
for or in respect of Tramways
or the passengers or traffic
conveyed thereon, and to any
future revision or altering
under the authority of the
Government of India of the
maximum

42. Any notice required to be given by the Local Government or by any local authority or road authority to the promoters may be in writing and may be served on the promoters by being delivered to any agent of the promoters in Calcutta for the time being or by being left at any office of the promoters in Calcutta, and every notice so served shall be deemed to have been duly given to the promoters anything hereinbefore contained to the contrary notwithstanding. The promoters shall from time to time give notice in writing to the Local Government and to the local authority of some agent in Calcutta to whom, and some office in Calcutta where any such notice may be delivered or left as aforesaid, and of any change of such agent or office.

maximum rates of tolls and charges authorized by this order and to any condition, regulation or restriction which may be imposed upon the use of Tramways or upon the use on Tramways of animal power, steam power or any mechanical power, by any such general act as aforesaid.

Schedule A.

1. Every engine used on the Tramways shall comply with the following requirements, that is to say, —

(a) Each coupled wheel shall be fitted with a brake block which can be applied by a screw or treadle or by other means, ^{or} ~~and~~ also by steam.

(b) A governor (which can not be tampered with by the driver) shall be attached to each engine, and shall be so arranged that at any time when the engine exceeds a speed of 10 miles an hour, it shall cause the steam to be shut off and the brake applied.

(c) Each

115
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(C) Each engine shall be numbered, and the number shall be shown in a conspicuous part thereof.

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(d) Each engine shall be fitted with a suitable fender to push aside obstructions, and with a special bell or whistle, or other apparatus, to be sounded as a warning when necessary.

(E). Arrangement shall be made, enabling the driver to command a full view of the road before him. Every such Engine shall be free from noise produced by steam or machinery, so as to constitute a reasonable ground of complaint to the public, and the machinery shall be concealed from view on all sides to within 6 inches from the level of the rails.

2. Every carriage used on the Tramways shall be so constructed as to provide for the safety of passengers, and for their safe entrance to, exit from and accommodation in, such
carriages

46.
carriages, and for their protection from the machinery of any engine used for drawing or propelling such carriages.—

3. The speed at which such engines and carriages shall be driven or propelled along the Tramways shall not exceed the rate of 8 miles an hour, and the speed at which such engines and carriages shall pass through facing points, whether fixed or moveable shall not exceed the rate of 11 miles an hour.—

4. The engines and carriages shall be connected by proper couplings.—

5. Every Engine running on the Tramways shall carry a lamp or lamps placed in a conspicuous position ⁱⁿ the front of the engine, and such lamp or lamps shall be kept lighted from sunset to sunrise and when there is a fog, and shall show when lighted a bright coloured light.—

Schedule B.
Tolls and charges for
Animals, Goods &c.

Per mile
 £ - as. Ps

For every horse, mule or
 other beast of draught or
 burden per head " - 6 -
 For every ox, cow, bull or
 head of cattle per head " - 6 -
 For every calf, pig, sheep,
 or other small animal " - 3 -

Goods & Minerals

For all coals, coke, culm,
 charcoal, cannel, limestone,
 chalklime, salt, sand
 pipeclay binder's dung
 composted, and all sorts of
 manure and all undressed
 materials for the repair
 of public roads or high-
 ways per ton " - 3 -

For all iron, iron ore, pig
 iron, bar iron, rod iron,
 sheet iron, hoop iron, plates
 of iron, slabs, billets, and
 rolled iron bricks, slags,
 and stone, stones for build-
 ing, pitching and
 paving

Schedule

paving tiles, slates and clay, ^{Per Ac. 6}
 (except fireclay) and for
 wrought iron not otherwise
 specially classed herein, and
 for heavy iron castings, in-
 cluding railway chairs,
 per ton

14

For all sugar, grain, corn,
 flour, hides, dyewoods, earth-
 enware, timber, staves, deals
 and metals (except iron)
 nails, anvils, vices, and
 chairs, and for light iron
 castings; per ton

6

For cotton and other wools,
 drugs, and manufactured
 goods and all other wares,
 merchandise, fish articles,
 matters or things per ton

6

For every carriage of whatever
 description, each. Such sum
 as the promoters may think
 fit

Small Parcels

For every parcel not exceed-
 ing 7 pounds in weight, each

For any parcel exceeding 7 pounds
 and not exceeding 14 pounds each

3

4

For

done

For any parcel exceeding 14
pounds and not exceeding

28 pounds in weight " — 5 —

For any parcel exceeding 28
pounds but not exceeding

56 pounds in weight " — 6 —

For any parcel exceeding
56 pounds in weight. Such sum
as the promoters may think
fit.

Provided always that
articles sent in large aggregate
quantities although made up
in separate parcels, such as
bags of Sugar, Coffee, meal
and the like, shall not be
deemed small parcels, but
that term shall apply only to
single parcels in separate
packages

For the carriage of any Iron
Boiler, Cylinder, or single
piece of machinery, or
single piece of timber or
stone or other single article,
the weight of which including
the carriage exceeds 14 tons,
but does not exceed 8 tons.

such

sum as the promoters may think fit not exceeding per ton - 1 - 6 -
For the carriage of any single piece of timber, stone, machinery or other single article the weight of which with the carriage exceeds 8 tons. Such sum as the promoters may think fit.

Regulations of Tolls.

A fraction of a mile beyond an integral number of miles shall be deemed a mile. For a fraction of a ton the promoters may demand and take tolls and charges according to the number of the quarters of ton in such fraction, and if there be a fraction of a quarter ton, such fraction shall be deemed a quarter of a ton.

With respect to all articles except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and

and timber, 144 Cubic feet of
stone, 40 Cubic feet of Oak,
Mahogany, teak, beech or
ash, and 50 cubic feet of
any other timber, shall be
deemed one ton weight, and
so on in proportion for any
smaller quantity.

J. Cardoso

Chairman.

W. J. T.

From
The Chairman,
Municipal Council,
Calcutta.

To,
The Chief Secretary to
Government, Local and
Municipal Department
Madras.

Thro'
The Revenue Divisional Officer

Dated 17th April
Desp'd 27th April
Rec'd } 1895.

N^o 393

Encl: 1.

48/1/85

Subject

Submitting for the approval
Government draft rules
the introduction and
king of Tramway in
Calcutta.

Submitted
L. A. M. S. S. S.
by J. A. S. S. S.

Impressed
17-5-95-3

1895

Municipal Office,
Calcutta 17th April 1895.

N^o 393

From

T. Varada Rao Esq. P. B. S.
Chairman,
Municipal Council,
Calcutta.

To,

The Honorable J. F. Price C. S. S.
Chief Secretary to Government,
Local and Municipal Department,
Madras.

(Thro' the Revenue Divisional Officer.)

Sir,

Adverting to G.O. dated 28th
February 1895, N^o 312 M. M. S., I have
the honor to state that the subject was
discussed at a Meeting of the Municipal
Council held on 22nd March 1895.

A concession which was drafted by me
on the terms of the Madras Tramways
Order N^o 1 of 1888 was approved with
some modification. A copy of the draft
as revised by the Council is submitted
to Government for orders.

The points wherein the terms
differ from the Madras Tramways Order
are

are noted below:-

1. All Municipal refuse of every description as well as road material, building materials, water and sewage pipes &c is to be given a free passage over any and every portion of the line: the promoters providing haulage power for the same if required at the rate of 8 piers per ton per mile to the extent of 100 tons and not more during every 24 hours.
2. The motive power is to be animal for passenger cars and steam for goods waggons, but provision is made in the concession for animal, steam or electric power - at the option of the promoters.
3. The gauge is to be 20' and not to exceed 24' in any case.
4. £750 is fixed as the amount of security.
5. The construction of the Tramway is to begin as soon as one half of the capital is subscribed.
6. The amount of promotion money and preliminary expenses is not to exceed 10% of the capital proposed to be raised.
7. The promoters to pay the Municipal Council preliminary legal and engineering expenses not exceeding £500.

I trust the above modifications
will meet with the approval of Government.
I have the honor to be,
Sir,

Your most obedient servant,

J. Paradoicos
Chairman

Malabar Coast

Localities.

May 23rd 1895.

From

A. Brown

Calicut

To

S. lioaminathea Eger Egg.

Dy. Collector. Calicut Division

Sir

I have the honor to acknowledge the receipt of
your letter of the 3rd ultimo, n^o. 616, and re-
-minder dated 12th Instant.

In the first place I must tender you my sincere apologies for the delay, which has arisen in replying.

Unfortunately during my recent -
severe illness, the papers were mislaid,
and it is only now that I am enabled
to send you the desired information.

Enclosed I beg to hand you a statement showing the grounds on which an estimate for a Capital of Rs 120,000 was based. This was on the supposition that a light line of Railway laid down on one side of the road, would be sanctioned.

04.1.5
14.1.5

~~1000~~

But as Government has, I believe,
 since ruled that the line must be
 so constructed so as to be quite level
 with the ordinary road, and that
 vehicles of all description shall be
 able to pass over and on it, through
 out its entire length, this estimate will
 have to be somewhat increased say,
 to the extent of Rs 30,000, though I do
 not anticipate much trouble in getting
 this additional sum subscribed to.

I have etc.

W. A. Brown.

Ms. 3
 48/7/15

(True Copy)

Tharadamas

Sec. Secy.

24/11

00

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15/11/15

Statement showing on what grounds a Capital
 of Rs 120,000 was based for a light line of
 Railway, to be laid within the Municipal
 limits of the Town of Calicut.

7 1/2 miles of line 20" gauge, Rail 16 lbs
 to the yard, 1920 sleepers to the mile, at
 Rs 6525/ per mile ————— Rs 49,000.
 Curves and Crossings ————— Rs 1,500
 12 Passenger Cars to carry 12 persons each Rs 3,600.
 12 Covered goods waggon ————— Rs 3,000.
 20 High sided. O. & G. waggon ————— Rs 5,000.
 2 Locomotives ————— Rs 27,000
 Sheds and offices ————— Rs 4,000
 Laying and other Contingencies ————— Rs 7,500
 Legal expenses incurred by the
 Municipality not to exceed ————— } Rs 500
 Preliminary expenses and pro-
 motions not to exceed ————— } Rs 12,000
 Leaving a small working Capital of Rs 6,900
 Rs 120,000

E + O. E.

Calicut }
 23-5-95.

W. A. Brown

(True Copy)

Tharadamas

Sec. President.

24/11

00

Office of the Dy Collector
Calicut Division. Calicut 28-5-95.

To.
H. Mohanly Esq.
Collector of Malabar.
Calicut

Sir,

With reference to para 3 of the Proceedings
of the Madras Government, Local & Municipal
Department, dated 28th February 95 no 312 M.
O. is, Communicated with your endorsement
dated 15th March 95, I have the honor to state
that the undermentioned four gentlemen
have applied for Concession to lay a tramway
within the Calicut Municipality.

- 1) Mr A Brown
- 2) Mr A. Subramania Iyer.
- 3) " Jamroo Govinda Ram
- 4) " Pazhayaathoppil Mahomed Haji.

Mr A Brown is a well known Hindu
merchant in Calicut who is assessed by you
to an Incometax of Rs 390-10-0 on an in-
come of Rs 15,000.

Mr A. Subramania Iyer is a leading
Vakil practising in the Criminal Courts.
He paid an incometax of Rs 115-14-2 on
an income of Rs 4450, for 94-95.

Ans 2
48817/95

mbb Jaurai Jorinda Ram appears to
be a big merchant in Shikarpur. His agent
at Calicut, Mohindoss Narasimhal, whom
I sent for and enquired, states that his
principal pays an incometax of Rs 300.
and odd at Shikarpur. and that he
(the agent) had signed the prospectus
of the tramway Company with the sanction
of mbb Jaurai Jorinda Ram.

mbb Parayathoppil Abammad Haji
belongs to a respectable mahomedan
family in Calicut and I understand on
enquiry that he is worth about Rs 15,000.
He paid an incometax of Rs 28 last year,
on the profits derived from timber trade
which he is carrying on.

I think they are in a position to raise
the Capital of Rs 120,000.

2. With regard to the 2nd point referred
to, viz the grounds upon which the estimate
of the Capital has been based, I have
the honor to submit herewith the letter dated
23rd May 95 received from Mr A Brown.

The Statement appended to the letter
furnishes the necessary details -

I have etc.

Sd/- S. S. Srinivathas Iyer.
Dy Collector. 28/5.

(True Copy)

J. Parayathoppil

Dy Collector.

Filed

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Malabar collector's Office,
Kottakkal, 5th June 1895.
Local & Municipal Dept.
From

H. Moberly
as Collector of Malabar.

To
The Chief Secretary to Government,
Local and Municipal Department.

Sir,

Referring to para 2 of G.O. dated
28th February 1895, no. 312 M. Misc., I
have the honor to forward a letter dated
17th April 1895, no. 393, from the Chairman
of the Calicut Municipal Council for-
warding a draft of the proposed con-
cession.

2. Referring to para 3 of the same G.O.,
I have the honor to forward copies of
a letter and its enclosures from the
Dr Collector, Calicut Division. I feel certain
that the four gentlemen who have applied
for the concession can easily raise the
capital required for the undertaking even
if they cannot supply the whole sum themselves.

I have the honor to be,

Sir,
your most obedt. servant,
H. Moberly
as Collector.

Moberly
5/6.

010521
40
487/55

1895

Local & Municipal Dept.
CURRENT No. 1324

From.

The Collector of Malabar

To. The Chief Secy to Govt
Local and Municipal Dept.

Dated 5.6.95

Despatched 7.6.95

Received 10 JUN. 95

The Ref. in No. 184 of 95

Subject

Replying to paras 2nd & 3rd of S.O dated 28th

February 1895 No. 312 M. No. re:

The Municipal Tramway in Calicut

312/1895 4517

Rs 105 + 29.00

Amount paid

No. 849

Transferred to the Public
works (Railway) Department

G. Godthumbe
Asst. Secretary
- 19.11.95

S.D.
19/6/95
Fort St. George
22nd June 1895

To. The Public works (Railway) Dept.
with ^{a plate} of 28.2.95 No. 312 M.
+ 20.10.88 No. 1165 M.

+ sent separately

17/6 1895

| with end |

Calicut Municipality

No. 2

In 1894 a proposal was submitted to Govern-ment by the Calicut Municipality to form a Company for the purpose of constructing a tramway $7\frac{1}{2}$ miles long of 20" gauge and 16th rails, with the object; among others, of conveying rubbish and refuse beyond Municipal limits owing to the insanitary state of that town. The tramway was estimated to cost Rs 1,20,000, which the promoters, all of whom are reported to be wealthy, were able to raise.

The Government, in forwarding a copy of the concession granted to the Indian Electric Tramways Company, stated that the question of the extension of

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of the Indian Tramways
Act to Calicut should
be considered on receipt
of the following information.

(1) the terms of concession
as arranged between the
Municipal Council and
promoters. -

(2) the acceptance of the
suggestion to lay the
rails flush with the
road surface. -

(3) a report on the financial
condition of the promoters

(4) a report on the grounds
on which the estimate
is based

The reply of the Municipal
Council has satisfied the
above requirements. -

Mr. Brown, one of the
Company, considers that,
to carry out the laying
of rails flush with the
road, another Rs 30,000
will

will be required and he
says that there will be no
difficulty in raising this
additional sum. The estimate
will therefore be Rs 1,50,000
or Rs. 20,000 per mile. -

The draft notification
submitted by the Collector
of Malabar differs in
some respects from the
Madras notification. -

Its main provisions
are

The Tramway shall be
worked by animal power,
steam power, electricity
conveyed either through
overhead or underground
wires, or any mechanical
power; and for carriage
of passengers, animals,
goods minerals &c.;
besides municipal rubbish,
road material, building
material water &c.
pipes &c.

Lt.

It shall extend from
the Municipal Landing
place at the Kallar River
to the Parakkal crossing
place with branches
along Jail Road, Big
Bazaar Road & South
Beach Road.

The charges shall be

Passengers - 6 pice per mile
with 20th luggage
free.

Goods - 3 annas per ton
per mile.

Municipal Rubbish - 8 pice per
ton per mile
to the extent of
100 tons & not
more during every
24 hours.

It is proposed to publish
the draft notification in the
Fort St George Gazette under which
order the Tramway Act will
be made applicable to Calicut
& to give sanction to the concession
to the Municipality through the
Collector of Malabar. - for a period
of one year to raise capital & start work.

FMU
E R

Approved by
Sd/-

9/8/15 28 9/8

His Excellency the Governor

Hon W. P. P. P.

Sd/- W. P. P. P.

Notification to issue
& sanction the five
thousand collection

FMU 12/95

Calicut Tramway

No. 5

A proposal was made in Sept 1894 by Mr. A.
Brown and others to the Chairman of the
Municipality of Calicut to form a company
for the purpose of constructing a 20" ^{tramway} railway
with the object, among others, of disposing of
leading rubbish and ^{refuse} beyond muni-
cipal limits - The terms proposed were
as under

- (1) The Co. to allow Municipal refuse etc free passage
over the system and to provide haulage (at
a price per ton per mile to be settled hereafter)
upto a limit of 25 tons per train.
- (2) The capital to be not less than £1,20,000
in shares of 10/-.
- (3) Construction to commence within a year of
the granting of the concession.
- (4) The whole system 7 1/2 miles in length to be
completed in 2 years from date of concession.
- (5) The line to occupy a small portion of the
road and crossings to be paid and
made level with the road.
- (6) Motion power to be animal or steam.
- (7) Stations to be not less than 1/4 mile apart.
- (8) Tolls for passengers to be six pice per mile.
- (9) Toll for goods 3 to 6 annas per ton.
- (10) Immunity from taxation for seven years.

The sanitary officer has already approved the scheme
commented on the very necessary state of
Calicut and heartily approved of the scheme.
The Chairman Municipality then forwarded
the proposal through the collector to Ch. Secy.
The collector is forwarding to Chief Secy. for consideration.