Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 160 R

DATED 24th September

[Despatch Abstract.]

Engineering Workshops. — Estimate of Rs 20,000 for the proposed — at Arkonam, Madras Railway, sanctioned.

P. W. 26.
[900—11-8-99.]

Indexed.

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A648
17/3/95
To CR for favour of report.

Please see the note attached.

N.
CR.
Sur 22/3

No. 59. R.Stat.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 7 March 1895.

Sir,

With reference to the Revenue Account of the Kolar Gold-fields railway for the half-year ended the 30th June 1894, which was forwarded to the Director General of Railways under letter No. R.29 A/8636 dated the 3rd October 1894, from the Agent and Manager, Madras Railway Company and notes thereon by the Consulting Engineer for Railways, Madras, which were received with your No.558 R. and 607 R dated respectively the 17th October and 8th November 1894, I am directed to forward copy of a note by the Director General of Railways on the same and to invite attention to the points noticed therein.

I have the honour to be,

Sir,

Your most obedient servant,

N. P. Burt
Under Secretary.

Document accompanying:-

Copy of note by the Director General of Railways on the Capital and Revenue Accounts of the Kolar Gold-fields railway for the first-half of 1894.

BACK PAPERS.

R105
10

Simla
Recd: 18.3.95

No. 34 Statistics.

Simla, the 15th February 1895.

NOTE BY THE DIRECTOR GENERAL OF RAILWAYS.

Kolar Gold-fields railway.

Revenue Account for the half-year ended the 30th June 1894.

The above account and the note thereon have been examined and the following points are noticed:

Account. With the exception of the abstract revenue account, abstracts H.I, and K, and the statements of open mileage, train-mileage, interest, net Revenue Account and abstract of principal commodities, no other statements have been furnished, and those that are furnished are generally incomplete, out of place and not in accordance with the standard forms circulated under Public Works Department Circular No.XX Railway of 1883. Under clauses 2 and 13 (c) of the Agreement between the Government of His Highness the Maharajah of Mysore and the Madras Railway Company for the maintenance and working of the Kolar Gold-fields railway, a full statement of accounts should have been furnished by the Madras Railway Company.

Receive from pole 152 Special Order memorandum.

To the Imperial State

2. Accounts, Statement No.7 The total expenditure should apparently have been shown as Rs.26,89,118-6-10 instead of as Rs.26,89,118-5-6; dependent figures change accordingly.

3. Accounts, Abstract H. Season tickets The actual number issued should have been shown instead of their equivalents, the latter being given in footnotes.

Note by the Consulting Engineer for Railways.

Paragraph 2- The actual length of mileage open (10) has been shown instead of the mean mileage worked during the

half

half-year (1·66).

Ow 5.1
2105/95

A.R.

Note by Government Examiner Railway Accounts Madras, on Government of India's No. 59 R. Stat, dated 7th March 1895 enclosing a note by the Director General of Railways regarding the accounts of the Kolar Gold Fields Railway.

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1. The points brought to notice in the Director General's note on the accounts of the Kolar Gold Fields Railway have been discussed with the Auditor of the Madras Railway with the following results:-

(a) The Auditor, while expressing every desire to meet the wishes of Government in the matter, pointed out that the agreement provides for the submission of a Complete account to the Mysore Government and not for the publication of any set forms of half yearly account to the Government of India and that the account published was prepared more for the information of the other Contracting party than to Comply with the requirements of the Government of India.

(b) The Auditor, however, stated that he was quite willing to submit Complete Capital and Revenue accounts in State Railway Form if such a Course should be Considered necessary and provided that all necessary information regarding capital outlay be duly furnished to him from time to time by the Mysore Government.

2. (a). In course of the discussion the questions also arose whether, as in terms of the contract the State Line practically forms an integral part of the Madras Railway, any separate published account was necessary or whether the balance payable to the Mysore State should not be shewn as a charge on the Madras Railway net revenues under the Head of Rent of Leased Lines as is done in similar cases on the Great Indian Peninsula Railway.

(b) The Company's present mode of procedure is to exclude the earnings of the State Line from its own revenue account and to deduct the agreed percentage for the working cost of the State Line from its own working charges.

(c) The Auditor pointed out that in adopting this course he followed the procedure obtaining on the Bombay Baroda & Central India and Southern Mahratta Railways, but stated that he is quite willing to deal with the question in any other manner required by Government in future.

3 (a) In addition to the foregoing points discussed with the Company's Auditor, a further point also requires settlement, viz the extent of the Local Government's Control.

(b) As Government Examiner, I was unable to

to certify the recently completed half yearly accounts of the State Line for the reasons that the Mysore State had no claim on my services and my certificate would have been practically a pledge by the Government of India that its Examiner had thoroughly checked the whole of the State Railway income and certified that it had been dealt with strictly in terms of the working agreement.

(c) If such an examination be contemplated, I would venture to point out that it would necessitate additions to my establishment and the special allocation of the cost of such additions ~~thereof~~ as well as of a portion of the cost of my own salary and office expenses against the working expenses of the State Line.

(d) I would further beg to point out that the agreement makes no provision, as in the case of the South Indian Railway and other Lines, for the State Line being charged a fixed rate per mile for ordinary Government Control.

4. Under the foregoing circumstances, it seems necessary to ask for the definite orders of the Government of India on the following points:—

(a) How are the earnings and expenditure of the State Line to be dealt with in the accounts

of

of the Madras Railway.

(b) Is a separate half yearly account necessary for the State Line and, if so, should it not more properly be furnished by the Mysore State in State Railway forms, containing only details regarding Capital, and net revenue compared with interest charges.

(c) Is a separate analysis of working necessary or should the whole transactions be treated as pertaining to the Madras Railway

(d) To what extent is the Local Government responsible in respect of Control over the State Line.

(i) It may probably be assumed that the Control of this Government covers all executive questions relating to Railway working and to public safety.

(ii) As regards financial questions it is, however, doubtful whether the Local Government is concerned in anything but the watch of Imperial Interest through the medium of the Madras Guaranteed Railway Company.

(e) What amount, if any, is to be levied in respect of Government Control.

(f). If any charge is to be levied for Government control will it be payable out of the State Railway net revenue or paid by the Madras

Railway

Railway and included in its percentage for working expenditure.

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L Dymond

GR

R

No. 208. R. 7/26 March 1895

Simla
Works Calcutta.

Sir,

With reference to the note by the Director General of Railways on the Revenue Account of the Kolar Gold Fields Railway for the half-year ended 30th June 1894, received with your letter No 59. R. Stat dated 7th March 1895 I am directed to forward the accompanying note by CR and to solicit orders on the following points raised therein.

(1) How are the earnings and expenditure of the Kolar Gold-Fields Railway to be dealt with in the accounts of the Madras Railway?

(2) Is a separate half-yearly account necessary for the Kolar-Gold-Fields Railway, and if so should it not more properly be furnished by the Mysore State in State Railway form containing only details regarding Capital and net revenue compared with interest charges.

(3) Is a separate analysis of working

No 208. R. dated 26th March 1895

BACK PAPERS.

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	114	R	1-3-95				

FURTHER PAPERS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 1st March 1895, No. 114 R., Public Works.

Read the following paper :—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 2nd February 1895, No. 5490/109 W.

I have the honour to submit herewith, for the information of the Government, a copy of a letter from the Chief Engineer, No. C/90, dated the 29th ultimo, on the subject of the new alignment of the proposed Shoranur-Cochin Railway, which it was decided should be adopted at the final survey at a meeting of the Travancore and Cochin officials held at the Residency, Trichur, on the 22nd January last. A copy of the minutes recorded at the meeting as well as a tracing showing the old and the new alignments are also enclosed. According to the new alignment, which meets with the wishes of both the Native States, the length of the proposed line is increased from 61 to 72 miles and a revised estimate prepared on this basis will shortly be submitted.

I have asked the Traffic Manager to prepare a report on the traffic prospects of the line from Shoranur to Trichur as well as from Pattámbi.

ENCLOSURES.

From the Chief Engineer, Madras Railway, to the Agent and Manager, Madras Railway, dated Madras, 29th January 1895, No. C/90.

[*Shoranur-Cochin Railway.*]

I beg to advise you that on the 22nd January 1895 the Resident of Travancore and Cochin was good enough to convene a meeting at Trichur at which were present—

Mr. H. B. Grigg, C.I.E., Resident of Travancore and Cochin.
M.R.Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishcar of Kóttayam, Representative of Travancore.
Mr. H. W. Hudson, Chief Engineer to the Cochin Government.
Mr. H. C. West, Chief Engineer, Madras Railway.
Mr. A. B. Strange, Executive Engineer in charge of the Shoranur-Cochin Survey.

2. The object of the meeting was to consider the relative merits of previously proposed extensions of the Railway to Cochin and to decide upon the best route which the survey now in progress should follow south of Trichur with a view to meet the requirements of both the Native States through which the line would pass and to fix the towns at which stations should be provided.

3. It was unanimously agreed that the point of departure on the Madras Railway should be at a point about 1½ miles east of Shoranur station, as the gradients, curves and general configuration of the country rendered this site specially suitable for a junction station and would secure a very favourable crossing of the Ponnáni river about ¼ of a mile above the existing road bridge. It may be probably necessary to transfer the present Shoranur station to the new site ultimately.

4. The alternative proposal to make Pattámbi station the point of departure was considered, but was not approved of by either the Resident or the Dewan of Cochin, as the country between this point and Trichur, although to a great extent free of hills, offered such meagre prospects of

traffic. The ground also at each side of Pattámbi station has been examined, and it is found that no suitable site for a junction station could be obtained owing to the low level of the land, the difficulty of securing a favourable crossing of the Ponnáni river, and the increased mileage from Madras which a junction here would involve.

5. It was also agreed that a line passing through the undermentioned towns (*vide* accompanying map) would best serve the interests of the railway as well as those of the Travancore and Cochin territories and meet with the sympathy and support of the Governments of both States:—

	Distance from Shoranur.
	MILES.
(1) Mulakaray ...	5
(2) Wadakancherry ...	8
(3) Mularthankavu	14
(4) Trichur ...	20
(5) Eddakunni	24
(6) Poodukad	29
(7) Ahtur ...	36
(8) Shalakudi	40
(9) Kodakulamkaray	47
(10) Chengal (ferry)	53
(11) Perambalur	56
(12) Keelamaad (for Alwaye)	62
(13) Eddapally	69
(14) Ernakulam (Cochin)	72

6. It will be observed that this route differs materially from any line previously surveyed or recommended; it occupies a position further inland than the more direct line to Cochin hitherto advocated and is consequently 72 miles in length as compared with the 62 miles on which the previous estimate submitted for the survey was based. It is desirable here to explain that any line of railway from Shoranur to Cochin must of necessity pass through a large area of Travancore as well as of Cochin, and it would appear that the interests of the former State had not been sufficiently consulted in the alignment followed when the preliminary survey was undertaken in 1871.

7. This point has been satisfactorily settled at the present meeting, and the final location of the line along the revised route indicated on the map will now be carried out during the survey in progress as far as funds will permit. This alignment has been carefully considered with due regard to the most important trade centres and is unquestionably best suited to the altered conditions of the country since the first preliminary survey was undertaken in 1871, or over twenty-four years ago. Owing to the opening out of additional roads, the extension of cultivated area and the general development of traffic in grain and forest produce, the route as now fixed, though somewhat circuitous in one place, commends itself as the most favourable from all aspects. The detour eastwards through Perambalur is found to be imperative in order to avoid traversing the isolated tract of Cochin territory between that town and Alwaye and thus obviate the difficulties in connection with custom dues, but it will accommodate the extensive timber traffic from the north-east portion of Travancore.

8. From an engineering point of view also this alignment possesses many advantages as it avoids the crossing of the large rivers near their mouths where they widen out and fall into the estuaries or backwaters which exist all along the coast. The bridging of these large streams at favourable points more inland will thus be secured, and the stations having been fixed at towns where existing roads meet, it is anticipated that competition from carriage by backwater will thus be averted. The country moreover is not difficult except for a short portion between Shoranur and Trichur and the adoption of this route will, it is hoped, result in economy of construction.

9. The officials present at the meeting approved of the proposal that the bridges over all large rivers should be so designed that they could be easily adapted for cart traffic and foot passengers if found necessary at any time after the opening of the railway, in which case tolls would be levied by the railway in lieu of any contribution being demanded from the States towards the cost of the structures.

10. Attention is here invited to the fact that the alignment now decided upon does not, except for a short length near Trichur, follow any route hitherto investigated by any preliminary survey, and it is evident that the cost of finally locating a line under these conditions must of necessity be costly compared with a route the general direction and particulars of which have been already determined by a preliminary survey. It is proposed therefore to shortly submit a revised estimate for completing a final survey of the Shoranur-Cochin Railway now

increased in length from 61 to 72 miles, and as both the Travancore and Cochin sircars appear anxious for the early construction of the line, it is hoped that funds will be sanctioned to retain the present survey staff to enable the plans and estimates for the complete project to be prepared.

11. I enclose a statement of the minutes recorded at the meeting held at Trichur on the 22nd January 1895 on which the information furnished in the present report has been based.

NOTES of discussion of a meeting held at the Residency, Trichur, regarding the extension of the Madras Railway to Ernakulam *viâ* Trichur.

Present.

H. C. West, Esq., Chief Engineer, Madras Railway.
A. B. Strange, Esq., Executive Engineer in charge of the Survey.
M.R.Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishcar of Cottayam, as Representative of Travancore.
H. W. Hudson, Esq., Chief Engineer, Cochin.
H. B. Grigg, Esq., British Resident in Travancore and Cochin.

Note (1).—The unanimous opinion of the meeting was in favour of Shoranur as the point of departure.

Mr. West informed the meeting that all large bridges will be constructed so as to be adapted for foot passengers and traffic on payment of toll to be fixed by the Railway authorities and that no demand will be made on the States for any contribution towards the outlay for constructing these bridges.

Note (2).—The Shoranur route, as proposed by the Madras Railway, approved.

Note (3).—If portions of the public road are taken up for the railway, the Railway authorities will bear cost of construction of road diversions on fresh sites. States would be consulted.

II. Stations between Shoranur and Trichur to be at—

(1) The Mulakaray toll-gate, 5 miles from Shoranur.
(2) Wadakancherry, 8 miles from Shoranur.
(3) A place 6 miles from Trichur (Mularthankava).

III. Unanimously agreed that the station (Trichur) should be near the canal basin on the nearest spot to it where ample land is available.

IV. Line from Trichur to Ernakulam station—

	Distance from Trichur.	
	MILES.	
(1) Edakunni at crossing of roads serves Ullur and Ooragore ...	4	Intermediate distance.
(2) Poodukad ...	5	
(3) Ahtur serves Mala (at present) and Irinjalakudu ...	7	
(4) Shalakudi ...	4	
(5) Kodakulamkaray ...	7	
(6) Chengal ferry to serve river traffic, more especially timber ...	6	
(7) Perambalur to serve North-east Travancore traffic ...	3	
(8) Keelamaad to serve Alwaye and Valankulam ...	6	
(9) Eddapally ...	7	
(10) Ernakulam ...	3	
Total ...	52	

V. Agreed unanimously that the above line will best serve the interests and elicit the sympathy of both States and that so soon as the trade from Mala to line at Ahtur justifies the expenditure a branch should be run to the backwater at that point.

Ernakulam station to be opposite to Bolghatty. Passengers and goods to be discharged on waters edge and station to be inland behind Anjikaimal Court-house and Jews' quarter so as not to disturb the Jews or interfere with the Court buildings or the station can be placed on north of the jail on land that can be reclaimed.

(Signed) H. B. GRIGG.
(„) H. C. WEST.

TRICHUR,
22nd January 1895.

I would note here that the station proposed to be placed at Kodakulamkaray may perhaps, with greater convenience to the public, be located at Anjimallee which is not far distant.

(Signed) H. B. GRIGG.

Order—dated 1st March 1895, No. 114 R., Public Works.

A revised plan showing the proposed route of the railway now being surveyed between the Madras Railway and Cochin will be forwarded to the Resident in Travancore and Cochin who will obtain the views of the two Durbars as to the relative merits of Pattámbi and Shoranur as the junction station with the Madras Railway. Full explanation should also be obtained from the Durbars of the advantages which are expected to accrue from the deviation towards Perambalur which adds 10 miles to the length of the line and avoids Alwaye altogether. It should further be pointed out that if the collection of dues is the only reason for the deviation, the difficulty can be avoided by having no station between Kodakulandai and Alwaye. His Excellency the Governor in Council observes that the present alignment is carried more inland than was the case in the survey of 1871 and that no particular reasons are given for such a great deviation. If, however, the new route is supported by both Durbars, no objection will be raised to their recommendations.

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—

From H. B. GRIGG, Esq., M.A., C.I.E., Resident in Travancore and Cochin, to the Chief Secretary to Government, dated Cochin, 3rd April 1895, Ref. on Circuit No. 17.

With reference to G.O., No. 114 R., dated 1st March 1895, I have the honour to submit herewith, for the information of Government, copies of letters from the Dewans of Travancore and Cochin, Nos. 1048/P.W. and 627/P. 81 of the 24th idem and the 2nd instant, respectively, containing their views on the proposed route of the railway now being surveyed between the Madras Railway and Cochin. With reference to the concluding portion of the letter from the Dewan of Cochin, I beg to add that I am addressing an urgent communication to the Chairman of the Chamber of Commerce of British Cochin in order to obtain the views of that body as suggested by the Dewan and I shall submit the same as soon as received.

I regret that I have not been able to reply to the Government Order above quoted earlier, as the Dewan of Cochin did not answer my reference to him on the subject until this morning.

The tracing received with the Government Order is herewith returned.

ENCLOSURES.

From the Dewan of Travancore, to the British Resident in Travancore and Cochin, dated Trivandrum, 24th March 1895, No. 1048 P.W.

I have the honour to acknowledge your letter, Ref. on C. No. 856, dated the 10th instant, with enclosures, received here on the 16th instant and your telegram of the 22nd idem.

With regard to the starting point of the railway, viz., whether it should be Shoranur or Pattámbi and its course up to Trichur, His Highness' Government have hardly any remarks to offer. They, however, observe from the Chief Engineer's letter to the Agent and Manager, Madras Railway, which forms one of the enclosures to your letter, that Shoranur has far greater facilities for a junction station than Pattámbi and that the prospects of traffic on the Pattámbi route are very meagre.

In respect of the line this side of Trichur, it seems to me that there can be no difference of opinion in regard to the desirability of avoiding competition with the cheap backwater communication along the coast and at the same time serving the inland traffic of the country. The interior taluks of North Travancore, as you observe in paragraph 65 of your review of the administration report for 1068, abound in rich soil and steps are now being taken to open them out. A northern railway, such as the one proposed to be of any real benefit to this State, should be within easy reach of those taluks if it does not traverse them. Perambalur, situated in the Proverthi of the same name, containing a population of over 14,000 forms the head-quarters of the Kunnatnad taluk and is the principal outlet for the trade of that taluk and the neighbouring

taluks of Thodupuzha and Muvattapuzha and the carrying of the railway to Perambalur or not far away from it would, besides serving the best interests of traffic, conduce materially to the further development of the country. Among the stations proposed, there is one at Keelamad, a village about two miles to the south-east of Alwaye, and this would serve the traffic of the latter place and Vallacolum.

Under the circumstances set forth, His Highness the Maharaja's Government are of opinion that the interests of this State would be best served by the line resolved on at the meeting of the 22nd January irrespective of the questions of the collection of customs dues, and I request you will kindly move the Madras Government in view to obtain their final approval of this line which, besides being beneficial to both the Native States concerned, is preferred by the Chief Engineer of the Madras Railway on account of the many advantages it possesses in an engineering point of view.

I have not received the plan referred to in the order of the Madras Government.

From the Dewan of Cochin, to the British Resident in Travancore and Cochin, dated Ernakulam, 2nd April 1895, No. 627/P-81.

With reference to your letter, Ref. on C. No. 856 of the 10th March 1895, I have the honour to forward a copy of Mr. Hudson's letter, dated 25th March 1895.

2. This Government would prefer Shoranur to Pattámbi as the junction station with the Madras Railway, because though the distance between each of these places and Trichur would be about the same, yet the principal traffic in passengers and goods on the proposed Cochin Railway would be to and from places east of Shoranur and the adoption of the Pattámbi route would involve the unnecessary carrying of this traffic over 7 or 8 miles of railway between Shoranur and Pattámbi. Besides this a large cattle and grain market is held weekly 5 or 6 miles north-east of Shoranur at Vaniankulam in Malabar, between which and places in Cochin there is a large trade.

3. As to the line to the south of Trichur, this Government is of opinion that the present alignment, which is more inland than the line surveyed in 1871, should be adopted, as the latter would pass through a large tract of paddy lands or kayals (lakes). It is almost parallel as far as Ahlur (described as Ahtur in the minutes and marked as Autur in the tracing) to the other line. If the line from Ahlur should proceed to Mala instead of Shalakudi and then follow the previously surveyed line to Ernakulam, the length of the line between Shoranur and Ernakulam would be a little over 61 miles or, according to Mr. Hudson, 63 miles. If Perambalur and other places in Travancore are to be served, a branch line may be constructed from the station near Alwaye.

4. As far as the Cochin sircar is concerned, it does not matter much whether the line passes through Mala or Shalakudi, but if it should pass through Shalakudi according to the present alignment, the mileage between Shoranur and Ernakulam and consequently the distance between the junction and the British port of Cochin would be increased by about 10 miles. It may also be noted that if the railway should pass through Mala which is connected with the backwater by a canal, Mala would serve as a station to catch the backwater traffic, and the traffic which would have to be carried by boats to and from Karupadnam if the railway should pass through Shalakudi will be diverted to Mala.

5. As the merchants and inhabitants of British Cochin are interested in the matter, I would suggest that the Chamber of Commerce in Cochin be also invited to express its opinion.

From the Chief Engineer, Cochin Government, to the Dewan of Cochin, Ernakulam, dated Trichur, 25th March 1895, No. 319.

In reply to your letter forwarding original papers with plan (already returned as requested) in reference to the new alignment of the proposed Shoranur-Cochin Railway, I have the honour to inform you, as stated in Mr. West's letter No. C/90, dated 29th January 1895, addressed to the Agent and Manager, Madras Railway, "it was unanimously agreed at the meeting that the point of departure on the Madras Railway should be at a point about 1½ miles east of the present Shoranur station."

2. The chief reasons for preferring Shoranur to Pattámbi are—

(1) The largest cattle and grain market in Malabar is held weekly at Vaniankulam about 5 or 6 miles north-east of Shoranur; there is a large trade at this market with places in Cochin territory.

(2) The principal traffic in passengers and goods (timber, grain, &c.) on the proposed Cochin Railway would be to and from places east of Shoranur; although the mileage from either Pattámbi or Shoranur to Trichur would be about the same, the Pattámbi route would involve carrying this traffic over the 7 miles of railway (or 8½ miles to the new station) between Pattámbi and Shoranur with a corresponding increase of fares, &c.

(3) On the Trichur-Shoranur route the railway would pass through Wadakanchery which is the centre of the taluk where the Tahsildar's, Munsif's, Registrar's, and other offices are situated.

(4) A better junction can be made with the main line of the Madras Railway and a better site for the bridge across the Ponnáni river can be obtained at Shoranur than at Pattámbi.

3. With regard to the line south of Trichur, the reason for taking it further inland was to tap the large village of Ooloor by a station at the junction of the roads at Eddakunni; it was also necessary to avoid the Thomanakoil and Mooreeantha lakes with their valuable paddy fields situated between the Curvanoor river and Iringalakadu which was the objection at this point to the line surveyed in 1871 between Pattámbi and Ernakulam; the line has been proposed to be taken from Eddakunni through Poodukad on to Shalakudi and Unjal, the Travancore frontier.

4. The line could, however, be shortened by branching off at Ahtur or Ahlur and joining the line surveyed in 1871 at Mala and on to Ernakulam.

The distance would then be—

		MILES.
From Shoranur to Ahtur or Ahlur	... ...	36
Do. Mala	... ...	42
Do. Ernakulam	... ...	63

5. By this route Alwaye would be about 5 miles to the east of this line.

6. A branch line could be made if required to Perambalur, the length of which would be about 12 miles.

7. I may mention here that the black dotted line representing the preliminary survey of 1871 between Pattámbi and Ernakulam does not seem to have been correctly marked on the plan submitted by Mr. West. I therefore beg to enclose a copy of it with the line corrected in dotted green lines showing the crossing at the junction of the Alwaye and Shalakudi rivers (one bridge would serve the two rivers).

8. It will be observed that the 1871 line passes through the isolated piece of Travancore territory named Puthencherra which it would be well to avoid and which would be avoided if the line is taken from Ahlur to Mala.

9. Cochin has no objection to the line shown on the plan south of Shalakudi as it serves Travancore territory; the only thing is the mileage from Shoranur to Ernakulam would be increased from 62 to 72 miles.

10. Ernakulam will be the station for the British port of Cochin and the merchants may raise objections to the increased mileage of the railway as there is no doubt it will affect their interests.

11. As regards the proposal of having no station between Kodakulamkaray and Alwaye, if the line is taken through the isolated piece of Cochin territory named Vellarapully, it will be necessary to keep the line some distance to the east of the Chowerah Palace; this diversion would save about 6½ miles.

12. Alwaye and Chowerah are to the residents of Ernakulam, Muttancherry and British Cochin what Brighton is to London, and it will be to the interests of the people of Cochin to have a station at one or the other of these two places, or at both if possible.

No. 779, Political.

Transferred to the Public Works Department, Railway Branch.

FORT ST. GEORGE,
6th April 1895.

(Signed) W. FRANCIS,
Ag. Assistant Secretary.

From the Assistant Resident in charge, Travancore and Cochin, to the Chief Secretary to Government, dated Cochin, 11th April 1895, Reference on Circuit No. 23.

In continuation of my letter, Circuit No. 17 of the 3rd April 1895, I have the honour to submit herewith, for the information of Government, copy of a letter, dated the 10th idem, from the Honorary Secretary to the Chamber of Commerce in Cochin containing the views of that body on the route of the proposed Railway from Shoranur to Ernakulam, and, with reference to the concluding portion thereof, to state that from enquiries made I understand that there is always sufficient water in the backwater opposite to the site selected, at all states of the tide, to accommodate laden cargo boats.

ENCLOSURE.

From the Honorary Secretary, Chamber of Commerce, Cochin, to the Assistant Resident in charge, Travancore and Cochin, dated Cochin, 10th April 1895.

I have the honour to acknowledge receipt of your letter of the 4th instant enclosing copy of letter from the Chief Engineer to the Agent and Manager, Madras Railway, together with a tracing with regard to the proposed Railway from Shoranur to Ernakulam.

In reply thereto I beg to inform you that the subject was discussed at a meeting of this Chamber held this morning, and I am instructed to inform you that the proposed route meets with the approval of the Chamber, but they would suggest that when the site of the terminus at Ernakulam is being decided on due consideration should be given to its position in regard to the depth of water in the adjoining backwater, so that landing and shipping operations may be practicable at all states of the tide and the necessity for dredging thereby obviated.

No. 827, Political.

Transferred to the Public Works Department, Railway Branch, in continuation of endorsement, dated 6th April 1895, No. 779.

OOTACAMUND,
17th April 1895.

(Signed) L. DAVIDSON,
Acting Under Secretary.

ORDER—dated 7th May 1895, No. 336 R., Public Works.

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between the Travancore, Cochin, and Madras Railway officials, held at Trichur on 22nd January 1895, should be adopted in the present survey, but His Excellency the Governor in Council is of opinion that reconnaissances should be made of the alternative route from Ahlur *viâ* Mala and Alwaye and of a branch line from Alwaye to Perambalur. The Agent and Manager, Madras Railway, will be requested to report the estimated cost of these reconnaissances, care being taken to utilize, where possible, the work of the present and previous surveys. Care should be taken when locating the terminus at Ernakulam to select a site offering facilities for landing and shipping operations at all states of the tide in the adjoining backwater.

(True Extract.)

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

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Political Department.

Exd. C. A. Muniswmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated May, 7th.

Recd. *Encl.*

G.O., 7th May 1895, No. 336 R.

MAY.

Shoranur-Cochin Railway

Orders on the subject of the alignment of the proposed—.

D.R.

Please send these original papers to W's office to be put up with the prop initialled by H.E. the Governor.

15/5

ENT OF MADRAS.

KS DEPARTMENT.

ailway.

., Public Works.

s Railway, to the Consulting Engineer for February 1895, No. 5490/109 W.

th, for the information of the Government, a er, No. C/90, dated the 29th ultimo, on the osed Shoranur-Cochin Railway, which it was survey at a meeting of the Travancore and ichur, on the 22nd January last. A copy of ell as a tracing showing the old and the new g to the new alignment, which meets with length of the proposed line is increased from pared on this basis will shortly be submitted. prepare a report on the traffic prospects of as from Pattámbi.

ENCLOSURE.

From the Chief Engineer, Madras Railway, to the Agent and Manager, Madras Railway, dated Madras, 29th January 1895, No. C/90.

[*Shoranur-Cochin Railway*].

I beg to advise you that on the 22nd January 1895 the Resident of Travancore and Cochin was good enough to convene a meeting at Trichur at which were present—

Mr. H. B. Grigg, C.I.E., Resident of Travancore and Cochin.
M.R.Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishkar of Kóttayam, Representative of Travancore.
Mr. H. W. Hudson, Chief Engineer to the Cochin Government.
Mr. H. C. West, Chief Engineer, Madras Railway.
Mr. A. B. Strange, Executive Engineer in charge of the Shoranur-Cochin Survey.

2. The object of the meeting was to consider the relative merits of previously proposed extensions of the Railway to Cochin and to decide upon the best route which the survey now in progress should follow south of Trichur with a view to meet the requirements of both the Native States through which the line would pass and to fix the towns at which stations should be provided.

3. It was unanimously agreed that the point of departure on the Madras Railway should be at a point about 1½ miles east of Shoranur station, as the gradients, curves and general configuration of the country rendered this site specially suitable for a junction station and would secure a very favourable crossing of the Ponnáni river about ¼ of a mile above the existing road bridge. It may be probably necessary to transfer the present Shoranur station to the new site ultimately.

4. The alternative proposal to make Pattámbi station the point of departure was considered, but was not approved of by either the Resident or the Dewan of Cochin, as the country between this point and Trichur, although to a great extent free of hills, offered such meagre prospects of traffic. The ground also at each side of Pattámbi station has been examined, and it is found that no suitable site for a junction station could be obtained owing to the low level of the land, the difficulty of securing a favourable crossing of the Ponnáni river, and the increased mileage from Madras which a junction here would involve.

P. Govindasamy

5. It was also agreed that a line passing through the undermentioned towns (*vide* accompanying map) would best serve the interests of the railway as well as those of the Travancore and Cochin territories and meet with the sympathy and support of the Governments of both States:—

	Distance from Shoranur. MILES.
(1) Mulakaray	5
(2) Wadakancherry	8
(3) Mularthankavu	14
(4) Trichur	20
(5) Edakunni	24
(6) Poodukad	29
(7) Ahtur	36
(8) Shalakudi	40
(9) Kodakulamkaray	47
(10) Chengal (ferry)	53
(11) Perambalur	56
(12) Keelamaad (for Alwaye)	62
(13) Eddapally	69
(14) Ernakulam (Cochin)	72

6. It will be observed that this route differs materially from any line previously surveyed or recommended; it occupies a position further inland than the more direct line to Cochin hitherto advocated and is consequently 72 miles in length as compared with the 62 miles on which the previous estimate submitted for the survey was based. It is desirable here to explain that any line of railway from Shoranur to Cochin must of necessity pass through a large area of Travancore as well as of Cochin, and it would appear that the interests of the former State had not been sufficiently consulted in the alignment followed when the preliminary survey was undertaken in 1871.

7. This point has been satisfactorily settled at the present meeting, and the final location of the line along the revised route indicated on the map will now be carried out during the survey in progress as far as funds will permit. This alignment has been carefully considered with due regard to the most important trade centres and is unquestionably best suited to the altered conditions of the country since the first preliminary survey was undertaken in 1871, or over twenty-four years ago. Owing to the opening out of additional roads, the extension of cultivated area and the general development of traffic in grain and forest produce, the route as now fixed, though somewhat circuitous in one place, commends itself as the most favourable from all aspects. The detour eastwards through Perambalur is found to be imperative in order to avoid traversing the isolated tract of Cochin territory between that town and Alwaye and thus obviate the difficulties in connection with custom dues, but it will accommodate the extensive timber traffic from the north-east portion of Travancore.

8. From an engineering point of view also this alignment possesses many advantages as it avoids the crossing of the large rivers near their mouths where they widen out and fall into the estuaries or backwaters which exist all along the coast. The bridging of these large streams at favourable points more inland will thus be secured, and the stations having been fixed at towns where existing roads meet, it is anticipated that competition from carriage by backwater will thus be averted. The country moreover is not difficult except for a short portion between Shoranur and Trichur and the adoption of this route will, it is hoped, result in economy of construction.

9. The officials present at the meeting approved of the proposal that the bridges over all large rivers should be so designed that they could be easily adapted for cart traffic and foot passengers if found necessary at any time after the opening of the railway, in which case tolls would be levied by the railway in lieu of any contribution being demanded from the States towards the cost of the structures.

10. Attention is here invited to the fact that the alignment now decided upon does not, except for a short length near Trichur, follow any route hitherto investigated by any preliminary survey, and it is evident that the cost of finally locating a line under these conditions must of necessity be costly compared with a route the general direction and particulars of which have been already determined by a preliminary survey. It is proposed therefore to shortly submit a revised estimate for completing a final survey of the Shoranur-Cochin Railway now increased in length from 61 to 72 miles, and as both the Travancore and Cochin sircars appear anxious for the early construction of the line, it is hoped that funds will be sanctioned to retain the present survey staff to enable the plans and estimates for the complete project to be prepared.

11. I enclose a statement of the minutes recorded at the meeting held at Trichur on the 22nd January 1895 on which the information furnished in the present report has been based.

Notes of discussion of a meeting held at the Residency, Trichur, regarding the extension of the Madras Railway to Ernakulam *viâ* Trichur.

Present.

H. C. West, Esq., Chief Engineer, Madras Railway.
A. B. Strange, Esq., Executive Engineer in charge of the Survey.
M.R.Ry. V. Subramania Pillai, Dewan of Cochin.
M.R.Ry. T. Raja Rama Row, Dewan Peishcar of Cottayam, as representative of Travancore.
H. W. Hudson, Esq., Chief Engineer, Cochin.
H. B. Grigg, Esq., British Resident in Travancore and Cochin.

Note (1).—The unanimous opinion of the meeting was in favour of Shoranur as the point of departure.

Mr. West informed the meeting that all large bridges will be constructed so as to be adapted for foot passengers and traffic on payment of toll to be fixed by the Railway authorities and that no demand will be made on the States for any contribution towards the outlay for constructing these bridges.

Note (2).—The Shoranur route, as proposed by the Madras Railway, approved.

Note (3).—If portions of the public road are taken up for the railway, the Railway authorities will bear cost of construction of road diversions on fresh sites. States would be consulted.

II. Stations between Shoranur and Trichur to be at—

(1) The Mulakaray toll-gate, 5 miles from Shoranur.
(2) Wadakancherry, 8 miles from Shoranur.
(3) A place 6 miles from Trichur (Mularthankava).

III. Unanimously agreed that the station (Trichur) should be near the canal basin on the nearest spot to it where ample land is available.

IV. Line from Trichur to Ernakulam station—

	Distance from Trichur. MILES.	
(1) Edakunni at crossing of roads serves Ullur and Ooragore ...	4	Intermediate distance.
(2) Poodukad	5	
(3) Ahtur serves Mala (at present) and Irinjalakudu	7	
(4) Shalakudi	4	
(5) Kodakulamkaray	7	
(6) Chengal ferry to serve river traffic, more especially timber ...	6	
(7) Perambalur to serve North-east Travancore traffic	3	
(8) Keelamaad to serve Alwaye and Valankulam	6	
(9) Eddapally	7	
(10) Ernakulam	3	
Total ...	52	

V. Agreed unanimously that the above line will best serve the interests and elicit the sympathy of both States and that so soon as the trade from Mala to line at Ahtur justifies the expenditure a branch should be run to the backwater at that point.

Ernakulam station to be opposite to Bolghatty. Passengers and goods to be discharged on waters edge and station to be inland behind Anjikaimal Court-house and Jews' quarter so as not to disturb the Jews or interfere with the Court buildings or the station can be placed on north of the jail on land that can be reclaimed.

Trichur,
22nd January 1895.

(Signed) H. B. GRIGG.
(") H. C. WEST.

I would note here that the station proposed to be placed at Kodakulamkaray may perhaps, with greater convenience to the public, be located at Anjimallee which is not far distant.

(Signed) H. B. GRIGG.

Order—dated 1st March 1895, No. 114 R., Public Works.

A revised plan showing the proposed route of the railway now being surveyed between the Madras Railway and Cochin will be forwarded to the Resident in Travancore and Cochin who will obtain the views of the two Durbars as to the relative merits of Pattámbi and Shoranur as the junction station with the Madras Railway. Full explanation should also be obtained from the Durbars of the advantages which are expected to accrue from the deviation towards Perambalur which adds 10 miles to the length of the line and avoids Alwaye altogether. It should further be pointed out that if the collection of dues is the only reason for the deviation, the difficulty can be avoided by having no station between Kodakulandai and Alwaye. His Excellency the Governor in Council observes that the present alignment is carried more inland than was the case in the survey of 1871 and that no particular reasons are given for such a great deviation. If, however, the new route is supported by both Durbars, no objection will be raised to their recommendations.

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper :—

From H. B. GRIGG, Esq., M.A., C.I.E., Resident in Travancore and Cochin, to the Chief Secretary to Government, dated Cochin, 3rd April 1895, Ref. on Circuit No. 17.

With reference to G.O., No. 114 R., dated 1st March 1895, I have the honour to submit herewith, for the information of Government, copies of letters from the Dewans of Travancore and Cochin, Nos. 1048/P.W. and 627/P. 81 of the 24th idem and the 2nd instant, respectively, containing their views on the proposed route of the railway now being surveyed between the Madras Railway and Cochin. With reference to the concluding portion of the letter from the Dewan of Cochin, I beg to add that I am addressing an urgent communication to the Chairman of the Chamber of Commerce of British Cochin in order to obtain the views of that body as suggested by the Dewan and I shall submit the same as soon as received.

I regret that I have not been able to reply to the Government Order above quoted earlier, as the Dewan of Cochin did not answer my reference to him on the subject until this morning.

The tracing received with the Government Order is herewith returned.

From the Dewan of Travancore, to the British Resident in Travancore and Cochin, dated Trivandrum, 24th March 1895, No. 1048 P.W.

I have the honour to acknowledge your letter, Ref. on C. No. 856, dated the 10th instant, with enclosures, received here on the 16th instant and your telegram of the 22nd idem.

With regard to the starting point of the railway, viz., whether it should be Shoranur or Pattámbi and its course up to Trichur, His Highness' Government have hardly any remarks to offer. They, however, observe from the Chief Engineer's letter to the Agent and Manager, Madras Railway, which forms one of the enclosures to your letter, that Shoranur has far greater facilities for a junction station than Pattámbi and that the prospects of traffic on the Pattámbi route are very meagre.

In respect of the line this side of Trichur, it seems to me that there can be no difference of opinion in regard to the desirability of avoiding competition with the cheap backwater communication along the coast and at the same time serving the inland traffic of the country. The interior taluks of North Travancore, as you observe in paragraph 65 of your review of the administration report for 1068, abound in rich soil and steps are now being taken to open them out. A northern railway, such as the one proposed to be of any real benefit to this State, should be within easy reach of those taluks if it does not traverse them. Perumbayur, situated in the Proverthi of the same name, containing a population of over 14,000 forms the head-quarters of the Kunnatnad taluk and is the principal outlet for the trade of that taluk and the neighbouring

taluks of Thodupuzha and Muvattapuzha and the carrying of the railway to Perumbavur or not far away from it would, besides serving the best interests of traffic, conduce materially to the further development of the country. Among the stations proposed, there is one at Keelamad, a village about two miles to the south-east of Alwaye, and this would serve the traffic of the latter place and Vallacolum.

Under the circumstances set forth, His Highness the Maharaja's Government are of opinion that the interests of this State would be best served by the line resolved on at the meeting of the 22nd January irrespective of the questions of the collection of customs dues, and I request you will kindly move the Madras Government in view to obtain their final approval of this line which, besides being beneficial to both the Native States concerned, is preferred by the Chief Engineer of the Madras Railway on account of the many advantages it possesses in an engineering point of view.

I have not received the plan referred to in the order of the Madras Government.

From the Dewan of Cochin, to the British Resident in Travancore and Cochin, dated Ernakulam, 2nd April 1895, No. 627/P-81.

With reference to your letter, Ref. on C. No. 856 of the 10th March 1895, I have the honour to forward a copy of Mr. Hudson's letter, dated 25th March 1895.

2. This Government would prefer Shoranur to Pattámbi as the junction station with the Madras Railway, because though the distance between each of these places and Trichur would be about the same, yet the principal traffic in passengers and goods on the proposed Cochin Railway would be to and from places east of Shoranur and the adoption of the Pattámbi route would involve the unnecessary carrying of this traffic over 7 or 8 miles of railway between Shoranur and Pattámbi. Besides this a large cattle and grain market is held weekly 5 or 6 miles north-east of Shoranur at Vaniankulam in Malabar, between which and places in Cochin there is a large trade.

3. As to the line to the south of Trichur, this Government is of opinion that the present alignment, which is more inland than the line surveyed in 1871, should be adopted, as the latter would pass through a large tract of paddy lands or kayals (lakes). It is almost parallel as far as Ahlur (described as Ahtur in the minutes and marked as Autur in the tracing) to the other line. If the line from Ahlur should proceed to Mala instead of Shalakudi and then follow the previously surveyed line to Ernakulam, the length of the line between Shoranur and Ernakulam would be a little over 61 miles or, according to Mr. Hudson, 63 miles. If Perumbalur and other places in Travancore are to be served, a branch line may be constructed from the station near Alwaye.

4. As far as the Cochin sircar is concerned, it does not matter much whether the line passes through Mala or Shalakudi, but if it should pass through Shalakudi according to the present alignment, the mileage between Shoranur and Ernakulam and consequently the distance between the junction and the British port of Cochin would be increased by about 10 miles. It may also be noted that if the railway should pass through Mala which is connected with the backwater by a canal, Mala would serve as a station to catch the backwater traffic, and the traffic which would have to be carried by boats to and from Karupadnam if the railway should pass through Shalakudi will be diverted to Mala.

5. As the merchants and inhabitants of British Cochin are interested in the matter, I would suggest that the Chamber of Commerce in Cochin be also invited to express its opinion.

From the Chief Engineer, Cochin Government, to the Dewan of Cochin, Ernakulam, dated Trichur 25th March 1895, No. 319.

In reply to your letter forwarding original papers with plan (already returned as requested) in reference to the new alignment of the proposed Shoranur-Cochin Railway, I have the honour to inform you, as stated in Mr. West's letter No. C/90, dated 29th January 1895, addressed to the Agent and Manager, Madras Railway, "it was unanimously agreed at the meeting that the point of departure on the Madras Railway should be at a point about 1½ miles east of the present Shoranur station."

2. The chief reasons for preferring Shoranur to Pattámbi are—

(1) The largest cattle and grain market in Malabar is held weekly at Vaniankulam about 5 or 6 miles north-east of Shoranur; there is a large trade at this market with places in Cochin territory.

(2) The principal traffic in passengers and goods (timber, grain, &c.) on the proposed Cochin Railway would be to and from places east of Shoranur; although the mileage from either Pattámbi or Shoranur to Trichur would be about the same, the Pattámbi route would involve carrying this traffic over the 7 miles of railway (or 8½ miles to the new station) between Pattámbi and Shoranur with a corresponding increase of fares, &c.

(3) On the Trichur-Shoranur route the railway would pass through Wadakanchery which is the centre of the taluk where the Tahsildar's, Munsif's, Registrar's, and other offices are situated.

(4) A better junction can be made with the main line of the Madras Railway and a better site for the bridge across the Ponnáni river can be obtained at Shoranur than at Pattámbi.

3. With regard to the line south of Trichur, the reason for taking it further inland was to tap the large village of Ooloor by a station at the junction of the roads at Eddakunni; it was also necessary to avoid the Thomanakoil and Mooreeantha lakes with their valuable paddy fields situated between the Curvanoor river and Iringalakadu which was the objection at this point to the line surveyed in 1871 between Pattámbi and Ernakolam; the line has been proposed to be taken from Eddakunni through Poodukad on to Shalakudi and Unjal, the Travancore frontier.

4. The line could, however, be shortened by branching off at Ahtur or Ahlur and joining the line surveyed in 1871 at Mala and on to Ernakulam.

The distance would then be —

		MILES.
From Shoranur to Ahtur or Ahlur	... ...	36
Do. Mala	... ...	42
Do. Ernakulam	... ...	63

5. By this route Alwaye would be about 5 miles to the east of this line.

6. A branch line could be made if required to Perambalur, the length of which would be about 12 miles.

7. I may mention here that the black dotted line representing the preliminary survey of 1871 between Pattámbi and Ernakulam does not seem to have been correctly marked on the plan submitted by Mr. West. I therefore beg to enclose a copy of it with the line corrected in dotted green lines showing the crossing at the junction of the Alwaye and Shalakudi rivers (one bridge would serve the two rivers).

8. It will be observed that the 1871 line passes through the isolated piece of Travancore territory named Puthencherra which it would be well to avoid and which would be avoided if the line is taken from Ahlur to Mala.

9. Cochin has no objection to the line shown on the plan south of Shalakudi as it serves Travancore territory; the only thing is the mileage from Shoranur to Ernakulam would be increased from 62 to 72 miles.

10. Ernakulam will be the station for the British port of Cochin and the merchants may raise objections to the increased mileage of the railway as there is no doubt it will affect their interests.

11. As regards the proposal of having no station between Kodakulamkaray and Alwaye, if the line is taken through the isolated piece of Cochin territory named Vellarapully, it will be necessary to keep the line some distance to the east of the Chowerah Palace; this diversion would save about 6½ miles.

12. Alwaye and Chowerah are to the residents of Ernakulam, Muttancherry and British Cochin what Brighton is to London, and it will be to the interests of the people of Cochin to have a station at one or the other of these two places, or at both if possible.

No. 779, Political.

Transferred to the Public Works Department, Railway Branch.

Fort St. George,
6th April 1895.

(Signed) W. FRANCIS,
Ag. Assistant Secretary.

Here enter letter Endorsement from Pol. Deptt. No. 827 of 17 April 1895 and Endorsement.

Order—dated 12 ~~April~~ 1895, No. R., Public Works.

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between Travancore, Cochin, and Madras Railway officials, held at Trichur on 22nd January 1895, should be adopted in the present survey, but His Excellency the Governor in Council is of opinion that reconnaissances should be made of the alternative route from Ahlur *viâ*

6

Mala and Alwaye and of a branch line from Alwaye to Perambalur. The Agent and Manager, Madras Railway, will be requested to report the estimated cost of these reconnaissances, care being taken to utilize, where possible, the work of the present and previous surveys. Care should be taken when locating the terminus at Ernakulam to select a site offering facilities for landing and shipping operations at all states of the tide in the adjoining backwater (True Extract.)

~~Captain, R.E.,~~
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Political Department.

Exd. C. A. Maniswmy.

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(L. 156)

Madras Railway Company.

CHIEF ENGINEER'S OFFICE.

No. C/90 Madras, 29 Jany. 5 189

The Agent & Manager.

East Sir,

Shoranur - Cochin Railway.

I beg to advise you that on the 22nd January 1895 the Resident of Travancore and Cochin was good enough to convene a Meeting at Trichur at which were present :—

Mr. H. B. Grigg C.S.I. - Resident of Travancore & Cochin.

Mr. R. Ry. V. Subramania Pillai } Dewan of Cochin

Mr. R. Ry. T. Raja Rama Rao - Dewan Peishcar of Cottayam, Representative of Travancore.

Mr. H. W. Hudson - Chief Engineer to the Cochin Government

Mr. H. C. West - Chief Engineer Madras Railway.

Mr. A. O. Strange - Executive Engineer in charge of the Shoranur-Cochin Survey

2. The object of the Meeting

was to consider the relative merits of
previously proposed extensions of the
Railway to Cochin and to decide upon
the best route which the survey now
in progress should follow south of
Trichur with a view to the re-
quirements of both the Native States
through which the line would pass, and
to fix the towns at which stations
should be provided.

It was unanimously
agreed that the point of departure on
the Madras Railway should be at a
point about 1½ miles east of Shoranur
Station — as the gradients, curves and
general configuration of the country
rendered this site specially suitable
for a junction station, and would
secure a very favorable crossing of the
Ponany River about ¼ of a mile above
the existing Road bridge. It may be
probably necessary to transfer the

present Shoranur Station to the new site ultimately.

4. The alternative proposal to make Puttambi Station the point of departure was considered, but was not approved of by either the Resident or the Dewan of Cochin - as the Country between this point and Kishna, although to a great extent free of hills offered such meagre prospects of traffic. The ground also at each side of Puttambi Station has been examined, and it is found that no suitable site for a junction Station could be obtained owing to the low level of the land, the difficulty of securing a favorable crossing of the Ponany River, & the increased mileage from Madras which a junction here would involve.

5. It was also agreed that a line passing through the undermen-

5. Aided from (vide accompanying map) would best serve the interests of the Railway as well as those of the Cochin territories and meet with the sympathy and support of the Government of both States:—

	Miles from Moranur
(1) Mulakaray	5
(2) Wadekanchery	8
(3) Mudarthankad	14
(4) Trichur	20
(5) Ollukkara	24
(6) Porkulam	29
(7) Ollur	36
(8) Shalakudi	40
(9) Kodakulamkarey	47
(10) Chengal (ferry)	53
(11) Perumbalur	56
(12) Reclamation (for ellipse)	62
(13) Edlapally	69
(14) Ernakulam (cochin)	72

6. It will be observed that this route differs materially from

any line previously surveyed or recommended; it occupies a position further inland than the more direct line to Cochin hitherto advocated and is consequently 72 miles in length as compared with the 62 miles on which the previous estimate submitted for the survey was based. It is desirable here to explain that any line of Railway from Shoranur to Cochin must of necessity have through a large area of Travancore as well as of Cochin & it would appear that the interests of the former State had not been sufficiently consulted in the alignment followed when the preliminary survey was undertaken in 1871.

7. This point has been satisfactorily settled at the present meeting, and the final location of the line along the revised route marked on the map will now be carried out

during the survey in progress as far as funds will permit. This alignment has been carefully considered with due regard to the most important trade centres, and is unquestionably best suited to the actual conditions of the country since the first preliminary survey was undertaken in 1871, or over 24 years ago, owing to the opening out of additional [illegible] the extension of cultivated area & the general development of traffic in grain & forest produce. It looks as most feasible, though somewhat circuitous in one place commend itself as the most favorable from all aspects. The detour customs through Peramboolam is found to be imperative in order to avoid traversing the isolated tract of Cochin territory between that town and Alleppey and thus obviate the difficulties in connection with custom dues but it will

accommodate the extensive timber traffic from the north east portion of Tasmania.

8. From an engineering point of view also this alignment possesses many advantages as it avoids the crossing of the large rivers near their mouth after they widen out and fall into the estuaries or lagoons which exist all along the coast. The bridging of these large streams at favorable points on inland will thus be avoided, and the Stations from confluence of branches where existing roads meet it is anticipated that competition from carriage by lagoons will thus be avoided. The country near is not difficult except for a short portion between Stanmore and the adoption of this line will it is hoped result in economy of construction.

9. The officials present at

submit a revised estimate for completing a final survey of the Grand Junction Railway - now increased in length from 66 to 72 miles since it was first estimated. As I know you appear anxious for the early construction of the line, it is hoped that funds will be provided so that the present survey staff be enabled to remain on the line & extension to be completed, for which a report is to be prepared.

I enclose a duplicate of the Minutes recorded of the meeting held at Brighton on the 22nd ult. on which the information furnished in the present report has been based.

Yours faithfully

[illegible]

Chief Engineer

Print

Note of Discussion of a Meeting [illegible] Railway [illegible] Travancore & Cochin

Present.

R. Bell Esq. – Chief Engineer Madras Railway.

A. A. Dupe Esq. & Cochin Engineer, in charge of the Railway.

Mr. Subramania Pillai – Dewan of Cochin.

[illegible] Raja Kerala Varma [illegible] Dewan of Cottayam, [illegible] the Travancore.

[illegible] Chief Engineer [illegible] Railway Railway [illegible] in Travancore & Cochin.

Note (1). The unanimous opinion of the Meeting was in favor of Shoranur as the point of departure.

Mr. Bell informed the Meeting that all large bridges will be constructed so as to be adapted to foot passengers and traffic on payment of toll to be

fixed by the Railway Authorities or that no demand will be made on the State for any contribution towards the outlay for constructing these bridges.

Note (2). The Manner in which the proposed by the Railway approved

Note (3). If portions of the public road are taken up for the Railway the Railway Authorities will bear cost of construction of road diversions on fresh sites. States would be consulted

II. Station between Shoranur & Trichur to be at

1. Mulakkaray Toll gate - 5 miles from Shoranur.
2. Mulakunchery - 8 miles from Shoranur
3. Aplac 6 miles from Trichur (Pulakkan kara)

III. Unanimously agreed that on the line (Trichur) should be near the Canal bridge on the nearest spot if ground ample land is available

IV. Line from Trichur to Ernakulam.

Stations -	Distance from Trichur.
1. Edakunni - at Crossing of roads - serves Ullurand Cochin -	4 miles
2. Poorlukad	5
3. Athur serves Mala (at present) and Vingalakuda	7
4. Thankadi	4
5. Nalakulangara	7
6. Chengal ferry - to serve river traffic more especially Cochin	6
7. Vaikkathur to serve at S. Travancore traffic	3
8. Kolamad - to serve Aluva and Valanakulam	6
9. Eddapally	7
10. Ernakulam	3
	52 Total

Intermediate distances

V. Agreed unanimously that the above line will best serve the interests and elicit the sympathy of both States & that so soon as the trade from Mala to Cochin

14 pl

at Allahabad justifies the expenditure, which should be from to the Lucknow as that point.

Ernakulam Station to be opposite to Bolghatty. Passengers goods to be discharged on waters edge of Station to be inland behind Anjikaimal Compound a few yards so as not to disturb the fears or interfere with the Court building. The Station can be placed on North of the jail on land that can be recommended.

(Signed) H.B.G

Trichur
22nd January 1905.

(Signed) H.C.B.

I would note here that the Station proposed to be placed at Kodakulenkara may perhaps be with greater convenience to the Public be located at Ayyanolee which is not far distant.

(Sd) H.B.G.

/True Copy/

Chief Engineer

No. 1 TO E. R. 520 · 1895
LETTER No. 5490 W 2-2-95
FROM AM 109

(No. II.) 5,000—14-11-85.

No. 5490.95. 109

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 22 February 1895

From

The Agent and Manager.
Mr. R. B.

To

The Consulting Engineer for Railways.
Madras.

SIR,

I have the honour to submit herewith for the information of the Government, a copy of a letter from the Chief Engineer, No C/90 dated the 29th ultimo, on the subject of the new alignment of the proposed Shoranur-Cochin Railway, which it was decided, should be adopted at the final survey at a meeting of the Travancore and Cochin officials held at the Residency, Trichur, on the 22nd January last. A copy of the minutes recorded at the meeting as well as a tracing showing the old and the new alignments are also enclosed. — According to the new alignment, which meets with the wishes of both the native states

LETTER No. 4 ... 1895

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

States, the length of the proposed line is increased from 61 to 72 miles and a revised estimate prepared on this basis will shortly be submitted.

I have asked the Traffic Manager to prepare a report on the Traffic prospects of the line from Shoranur to Trichur as well as from Pattambi.

I have the honour to be,

Sir,

Your most obedient servant

A. Edwards

Agent and Manager.

Before council
4/1

No. 114. R. dated 1.3.95

Public Works Department,
Railway Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent and Manager Madras Railway with enclosures. } No. 109 dated 2nd February 1895.

A revised plan shewing the proposed route of the railway now being surveyed between the Madras Railway and Cochin will be forwarded to the Resident in Travancore and Cochin who will obtain the views of the two Durbars as to the relative merits of Pattambi and Shoranur as the junction station with the Madras Railway. Full explanation should also be obtained from the Durbars of the advantages which are expected to accrue from the deviation towards Perambalur which adds 10 miles to thelength of the line and avoids Alwaye altogether. It should further be pointed out that if the collection of dues is the only reason for the deviation, the difficulty can be avoided by having no station between Kodakulandai and Alwaye. His Excellency the Governor-in-Council observes that the present alignment is carried more inland than was the case in the survey of 1871, and that no particular reasons are given for such a great deviation. If however the new route is supported by both Durbars no objection will be raised to their recommendations.

To The Resident of Travancore & Cochin through the Political Dept.

23/2/95 19/2/95

CHIEF SECRETARY'S OFFICE
GOVERNMENT OF MADRAS

No. 114.R. dated 1.3.95

13/3

1900

No. 1048/D.W.

Huzur Cutchery
Trivandrum, 24th March 1895

From The Dewan of Travancore

To The British Resident
in Travancore and Cochin

Sir,

I have the honor to acknowledge your letter Ref: in C. No. 856 dated the 10th Instant with enclosures received here on the 16th Instant and your telegram of the 22nd idem.

With regard to the Starting point of the railway, viz, whether it should be Shoranore or Pattambi and its course up to Trichur His Highness' Government have hardly any remarks to offer. They however observe from the Chief Engineer's letter to the Agent and Manager, Madras Railway, which forms one of the enclosures to your letter that Shoranore has far greater facilities for a Junction Station than Pattambi and that the prospects of traffic on the Pattambi route are very meagre.

In respect of the line this side of Trichur, it seems to me that there can be no difference of opinion in regard to the desirability of avoiding competition with the cheap backwater communication along the coast and at the same time serving the inland traffic of the country. The interior Taluks

of North Travancore as you observe in para 65 of your Review of the Administration Report for 1068 abound in rich Soil and steps are now being taken to open them out. A northern Railway such as the one proposed to be of any real benefit to this State, should be within easy reach of those taluks if it does not traverse them. Perumbavur situated in the Proverthi of the same name containing a population of over 14000 forms the head quarters of the Kunnathnad Taluk and is the principal outlet for the trade of that taluk and the neighbouring taluks of Thodupuzha and Muvattupuzha and the carrying of the Railway to Perumbavur or not far away from it, would besides serving the best interests of traffic, conduce materially to the further developement of the Country. Among the Stations proposed, there is one at Keelamad a village about 2 miles to the Southeast of Alwaye and this would serve the traffic of the latter place and Vallacolum.

Under the circumstances set forth His Highness the Maharaja's Government are of opinion that the interests of this State would be best served by the line resolved on at the meeting of the 22nd January irrespective of the question of the Collection of Customs dues and I request you will kindly move the Madras Government in view to obtain their final approval of this line which besides being beneficial to both the Native States concerned, is preferred by the Chief Engineer of the Madras Railway on account of the many advantages it possesses in an engineering point of view

I have not received the plan referred to in the order of the Madras Government.

I have &c

(Sgd) Shungara Subbier
Dewan

(True copy)
F. W. Darbshire Capt
Assistant Resident

Ord

Enclosure No. 1 to letter
Ref: on Circuit No. 17 of 95
from the Resident in Travancore
Cor and Cochin

Regarding the Route of the
proposed railway from
Shoranore to Cochin

No. 5.2
2533/95

PWD
1
461

No. 627
P. 81

Huzur Cutcherry
Ernakulam
2nd April 1895

To

H. B. Grigg Esquire C.I.E.
British Resident in Travancore and Cochin

Sir,

With reference to your letter Ref: on circuit No. 85-6 of the 10th March 1895, I have the honor to forward a copy of Mr. Hudson's letter dated 25th March 1895.

2. This Government would prefer Shoranore to Pattambi as the junction station with the Madras Railway, because, though the distance between each of these places and Trichur would be about the same, yet the principal traffic in passengers and goods on the proposed Cochin Railway would be to and from places east of Shoranore, and the adoption of the Pattambi route would involve the unnecessary carrying of this traffic over seven or eight miles of railway between Shoranore and Pattambi. Besides this, a large cattle and grain market is held weekly five or six miles north east of Shoranore at Vaniamkulam, in Malabar, between which and places in Cochin there is a large trade.

3. As to the line to the south of Trichur, this Government is of opinion that the present alignment

which is more inland than the line surveyed in 1871 should be adopted, as the latter would pass through a large tract of paddy lands or Kayals (lakes). It is almost parallel as far as Ahlur (described as Ahtur in the minutes and marked as Autur in the tracing) to the other line. If the line from Ahlur should proceed to Inala instead of Shala-kadi and then follow the previously surveyed line to Ernakulam, the length of the line between Shoranur and Ernakulam would be a little over 61 miles or according to Mr. Hudson 63 miles. If Perumbalur and other places in Travancore are to be served, a branch line may be constructed from the station near Alwaye.

4. As far as the Cochin exchequer is concerned, it does not matter much whether the line passes through Inala or Shalakadi, but if it should pass through Shalakadi according to the present alignment, the mileage between Shoranur and Ernakulam and consequently the distance between the junction and the British Port of Cochin, would be increased by about 10 miles. It may also be noted that if the Railway should pass through Inala, which is connected with the backwater by a canal, Inala would serve as a station to catch the backwater traffic, and the traffic which would have to be carried by boats to and from Karuppadham, if the railway should pass through Shalakadi, will be diverted to Inala.

5. As the merchants and inhabitants of British Cochin

Cochin are interested in the matter, I would suggest that the Chamber of Commerce in Cochin be also invited to express its opinion.

I have &c.
(Sig.d) V Subramanya Pillai
Dewan.

No. 319
1895.

Chief Engineer's office
Trichur, 25th March 1895

To

The Dewan of Cochin
Ernakulam

Sir,

In reply to your letter forwarding original papers with plan (already returned as requested) in reference to the new alignment of the proposed Shoranur-Cochin Railway.

2. I have the honor to inform you as stated in Mr. West's letter No. C/90 dated 29th January 1895 addressed to the Agent and Manager Madras Railway "it was unanimously agreed at the meeting that the point of departure on the Madras Railway should be at a point about 1½ miles east of the present Shoranur station"

3. The chief reasons for preferring Shoranur

at the junction of the Alwaye and Shalakudi Rivers (one Bridge would serve the two Rivers).

9. It will be observed that the 1871 line passes through the isolated piece of Travancore territory named Puthencherra which it would be well to avoid, and which would be avoided if the line is taken from Ambloor to Mala.

10 Cochin has no objection to the line shown on the plan south of Shalakudi as it serves Travancore Territory, the only thing is the mileage from Shoranore to Ernakulam would be increased from 62 to 72 miles.

11. Ernakulam will be the station for the British port of Cochin and the merchants may raise objections to the increased mileage of the Railway as there is no doubt it will affect their interests.

12. As regards the proposal of having no station between Kodakalangara and Alwaye, if the line is taken through the isolated piece of Cochin Territory named Vellarapilly it will be necessary to keep the line some distance to the east of the Chowerah Palace, this diversion would save about 6½ miles.

13. Alwaye and Chowerah are to the residents of Ernakulam, Mattancherry, and British Cochin, what Brighton is to London, and it will be to the interests of the people of Cochin to have a station at one or the other of these two places, or at both, if possible.

I have &c.

(Sgd.) H.W. Hudson Esq. Dept: C.E.
Chief Engineer
Cochin Government

(True copy)

(Sgd.) V. Subramanya Pillai
Dewan.

(True Copies)

J. W. Dawson Capt.
Assistant Resident

Enclosure No. II to letter Ref: on Circuit No. 17 of 95 from the Resident in Travancore and Cochin.

Ow 8.1
2833/95

Regarding the route of the proposed railway from Shoranore to Cochin.

1895
Pol. Dept.
Bundle No. 2
To
G. No. 461

Ref: on Circuit No. 17 of 95

461

Resident's Office on Circuit
Cochin, 3rd April 1895

From H. B. Grigg Esquire M.A.C.S.E
Resident in Travancore and Cochin

To
The Honorable Mr. J. F. Price C.S.I
Chief Secretary to Government
Fort Saint-George

Sir,

With reference to G.O. No. 114 M dated 1st March 1895 I have the honor to submit herewith for the information of Government Copies of letters from the Dewans of Travancore and Cochin Nos. 1048/P.W and 627/P.81 of the 24th ultimo and the 2nd Instant respectively containing their views on the proposed route of the Railway now being surveyed between the Madras Railway and Cochin. With reference to the concluding portion of the letter from the Dewan of Cochin I beg to add that I am addressing an urgent communication to the Chairman of the Chamber of Commerce of British Cochin in order to obtain the views

2833

461

From The Resident in Travancore & Cochin

Endt No. 779

To The Chief Secretary to Government Fort Saint George

Transferred to the Public Works Department, Railway Branch.

Fort St George 6th April 1895

Dated 3rd April 1895.
Rec'd 6/4

Reference 17 of 1895.

No. of Enclosures. 2 & 1 plan.

Ag Assistant Secretary.

Orders: 8.4.95
Encls 3 (Plan)

CHIEF SECRETARY'S OFFICE
6 APR. 1895
GOVERNMENT OF MADRAS

Shoranur Ernakulam Railway —

Forwards copies of letters from the Dewans of Travancore and Cochin regarding the route of the proposed —

To

The Public Works Dept
Ry Branch

Chamber of Commerce
Cochin, 10th April 1895

Captain F. W. Dawson
Asstt: Resident, Bolghatty

Sir,

I have the honor to acknowledge receipt of your letter of the 4th Instant enclosing copy of letter from the Chief Engineer to the Agent and Manager Madras Railway together with a tracing with regard to the proposed Railway from Shoranur to Ernakulam.

In reply thereto I beg to inform you that the subject was discussed at a meeting of this Chamber held this morning, and I am instructed to inform you that the proposed route meets with the approval of the Chamber, but they would suggest that when the site of the terminus at Ernakulam is being decided on due consideration should be given to its position in regard to the depth of water in the adjoining backwater, so that landing and shipping operations may be practicable at all states of the tide, and the necessity for dredging thereby obviated.

I have &c
(Sd) E. H. Bleek
Honorary Secretary

(True copy)

F. W. Dawson Capt
Asstt: Resident
in Charge.

Enclosure No. I to Resident's letter
Ref: on circuit No. 23 of the 11th April
1895.

A

No 336 R dy 7-5-95

Ofs E. I.

3047/95

DESPATCHED
15 MAY. 95

Copy of a letter containing the views of the Cochin Chamber of Commerce approving the new alignment for the Shoranore-Cochin Railway.

Political
5
496

Ref: on circuit No. 23.

Resident's office on circuit
Cochin, 11th April 1895

From

Captain F. W. Dawson
Asstt: Resident in Charge
Travancore and Cochin

To

The Honorable Mr. J. F. Price C.S.I
Chief Secretary to Government
Cotacamund

Sir,

In continuation of my letter Circuit No. 17 of the 3rd April 1895, I have the honor to submit herewith for the information of Government Copy of a letter dated the 10th idem from the Honorary Secretary to the Chamber of Commerce in Cochin containing the views of that body on the route of the proposed Railway from Shoranore to Ernakulam, and with reference to the concluding portion thereof to state that from enquiries made I understand that there is always sufficient water in the backwater opposite to the site selected, at all states of the tide, to accomodate laden Cargo boats.

I have the honor to be
Sir
Your most obedt. servant
F. W. Dawson Capt.
Asstt: Resident
in charge.

MP

1895
Political Department

From

The Asstt: Resident in charge
Travancore & Cochin

To

The Chief Secretary to Government
Cotacamund

Dated 11th April 1895
Received 15 — " — " No. 1574/95
Reg'd 15 —

Ref: on circuit No. 23
Enclosure 1

Forwarding copy of a letter containing the views of the Cochin Chamber of Commerce on the new alignment for the Shoranur Cochin Railway.

P.W. 3047

Endt No. 827

Transferred to the Public Works Department, Railway Branch, in continuation of endorsement dated 6th April '95, No. 779.

No. 2633 R 8/6/95

Lionel Davidson
Under
Ag Assistant Secretary

C.S. 16.4.95

Cotacamund
17th April 1895
Recd: 19.4.95

A. No. 336 Rd/7-5-'95

To

The Public Works Deptt (Ry Branch)

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

THE MADRAS GOVERNMENT.

248

READ the following again

No. 114R of 18th March 1895

Read also

No. 779 of 6 April 1895

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur Station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between Travancore Cochin and Madras Railway officials

HC
Secy
DAR

Please get this G.O. printed as quickly as possible. Also letters in French must be printed in French.

6/5

As you are numbering papers will you number this also.

4/5

1895
Political Department

From

The Asstt: Resident in Travancore & Co

To

The Chief Secretary to Gove Cochin

Dated 11th April 1895
Received 15 — 1574/95
Reg 15

Ref: on circuit No. 23
Enclosure 1

Forwarding copy of a letter containing the views of the Cochin Chamber of Commerce on the new alignment for the Shoranur Cochin Railway.

Recd: 19.4.95

A. No 336 R d/ 7-5-'95

To

the Public Works Deptt (Ry Branch)

No. 336 R d/ 7 May 1895

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ again the following

Progs: of the Madras Govt: P. W. Deptt: — } No. 114 R d/ 18th March 1895

Read also

Political Department Endorsement with enclosures — } No. 779 d/ 6 April 1895

His Excellency the Governor in Council approves of the proposed line to Cochin taking off from the Madras Railway at or near to Shoranur Station. The actual position of the junction should be fully dealt with in the report accompanying the project estimate. The alignment decided on at the meeting between Travancore Cochin and Madras Railway officials

officials held at Trichur on 22nd January 1895 should be adopted in the present survey, but His Excellency the Governor in Council is of opinion that preconnaissances should be made of the alternative route from Ahlur via Mala and Alwaye, and of a branch line from Alwaye to Perambalur. The Agent to the Madras Railway will be requested to report the estimated cost of these preconnaissances, care being taken to utilize where possible the work of the present and previous surveys. Care should be taken when locating the terminus at Ernakulam ~~and shipping operations~~ to select a site offering facilities for landing and shipping operations at all states of the tide in the adjoining back-waters.

A

No. 336 R dt 7 May 95

16/4/95

D.R.

To
The Agent to Mans. Ry
-4- Exd G.O. References
-4- Political Depto.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. [illegible], dated _____ 193 .

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
					Registrated and Recd 3 XII/63	