

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 18 R

DATED 26th September

[Despatch Abstract.]

Capital and Revenue accounts of the Kolar Gold Fields Railway. — Ordered that Copies of the — for the half-year ended the 30th June 1895 with note thereon by the Consy. Engineer for Railways, be forwarded to the Govt of India & the Secy. of State.

Ditto — *Idg. Procs.* embodying the — for the half-year ended the 30th June 1895 with a note thereon by the Consulting Engr for Rys.

Forwarding Procs. embodying the Capital and Revenue accounts of the Kolar Gold Fields Railway for the half-year ended the 30th June 1895 with a note thereon by the Consulting Engineer for Railways.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

FURTHER PAYMENTS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Form No. 4

FORM No. 4.

*Original in Calcutt - Bannerman
Chase -*

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS

Madras, 30th March 1894

To

AGENT AND MANAGER, M. R.

No. 1031 Reply No. _____, dated _____

SIR,

With referance to
the concession for a line
from Shoranur to Cochin
and Calicut to Cannanur
proposed by Mr. Cole, I have
the honour to forward copy
of 287 P.C. of Govt of India
and request you will enable
me to reply to Messrs B and J.

I would also ask for
an early reply to my 763
of 5th March. Now that
the survey is otherwise com-
plete. it would assist
me if you could supply
me with an independent
of the route as well --
Yours
J. H. M.

Reminders.

Subject.

Form No. 4.

Original in Calcutta: Commencement

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 4th May 1894.

To

AGENT AND MANAGER, M. R.

No. 1437 Reply No. , dated

SIR,

I have the honour
to request the favour of an
early reply to my letter No.
1031 dated 30th March 1894
re 183 of 6th March regarding
Mr. Gale's proposals for a
line from Shoranur to
Cochin & Calicut to Coimbatore.

Yrs. F. R. A.

Reminders.

Subject.

Original in Calicut.
Cannanore Cor.

His Excellency the Governor
Hon Mr. Wilson
Hon Mr. Gosse

Note
an Gales project for extension
of the Madras Railway.
Calicut. Cannanore
Shoranur. Cochin

In this file we have another instance of the issue of letters by the Railway Branch of the P.W.D. on important projects without circulation to the members of Govt. Letter No 253.C of Jan 20, 1897, did not issue until more than two months after I joined the Govt, but although it committed the Govt to a definite approval of certain railway schemes of importance, I never saw or heard of it until this file reached me 2 or 3 days ago. I am so far as I can see, did the Hon Mr. Gosse see the papers. If so happens that I agree to a great extent with the conclusions stated in that letter, but that does not affect the question of principle. I trust I may not again have to make complaints of this kind.

As to the two lines, Calicut to Cannanore & Shoranur (?) to Cochin, I think this Govt. should support the proposals for their construction as energetically as possible. I do not think that it can be doubted that they will pay. But this very fact raises a doubt whether a concession for their construction should be given to Mr. Gales. Both the Govt. & the Chamber of Commerce can borrow money at little if at all over 3%. Why should not one or other do so & make these railways & get the profits, instead of having them to Mr. Gales?

As regards the branch from Shoranur (or Pattambi) it seems to me that great caution will be necessary before Cochin is decided on as the southern terminus.

The Govt. of India by 287. L.C. of 20th March 1894 considers the 2 projects favourably, but before granting the concession asks for more information as to their cost & prospects.

Calicut-Cannanore. The Madras Railway on being asked to take the yearly receipts of their line from Ottapalam to Calicut as a guide. The mileage is 61 1/2 miles. The total receipts are 14,10,665 for the year ending Jan 1893. Their survey - an approximate one gives Calicut-Tellicherry 43 1/2 miles estimated to cost 37,22,504 and Tellicherry-Cannanore 12 miles costing 18,00,000 that is 55 1/2 miles costing 55,23,000. By reducing their receipts for 61 1/2 miles in the proportion of 55 1/2 to 61 1/2 the total receipts are 12,73,000 which (taking their working expenses at 50% to which figure they are now,

now, nearly this gives 11 1/2 percent on the Capital cost

The Chief Auditor's figures quoted in the Engineer's Report give however 6.136 per cent. based on the Calicut extension. But here the Agent allows nothing for the present steamer traffic between Calicut & Cannanore

nor for the canal which goes from Calicut to Badungara 13 miles from Tellicherry. see report by Mr. Bradley, Collector of Malabar No 69 of 3rd Feb. 1894 Board of Revenue.

The Resolution thereon says that the inference drawn by comparing the Calicut extension would probably be misleading

The visible traffic is given at only 5,000 mounds monthly carried by road & canal between Calicut & Tellicherry.

This would only yield about 1000/- a year at 1/3 pie rate but the Collector says the passenger traffic would be heavy according to the estimates

By "Cochin" in this connection must, I presume, be understood some spot near Cochin on the Northern side of the mouth of the Cochin river. But if the railway is to end there, how can it be extended Southward without a bridge over the mouth of the river which is both deep & unavigable? And with such a bridge be possible at any reasonable cost? It strikes me that Ernakulam is a better place for the Southern terminus of the proposed line than Cochin, because extension thence to the South will be easier. I doubt don't know if this point has been looked into. If yes, I think it should be.

Encl) H. D. B.
21.5.94.

All members of Govt. should have a voice as regards such projects as these. Sir H. Stokes & Mr. Gervin saw the first papers about Mr. Gale's proposals, but there is nothing to show how they would have regarded further information before Govt. when G.O. No. 20, Jan'y 94. 253 was passed except that they would probably have hesitated to support the coast line from Calicut Northwards. These complete papers ought to have been circulated to the Hon. Mr. Nixon & myself before orders were passed.

I agree with my Colleagues that both lines should be supported. The Cochin terminus should be carefully considered. We are committed to Mr. Gale

Encl) J. G.
22.5.94.

estimates the line will cost in round numbers, 1 lac per mile. Taking working at 50% it must earn 15 1/4 per mile to pay 4% on Capital and assuming passengers pay 2 pies per mile and goods 10 pies per ton mile it must carry daily over 1000 passengers and 2 1/2 ton of goods.

I suppose these figures are for the whole system, which passes through large tracts which are only sparsely populated & can hardly be used as a basis for comparison with the proposed line, which passes thro' a tract bearing a population of over 1000 to the square mile in the richest parts. While it will also serve 3 large Municipalities

Encl) W.
15.5.97

The Madras Railway carries an average (on last 1/2 year's Revenue accounts) 1000 passengers daily per mile and 500 tons of goods. These figures are I believe correct but will be referred to the Agent to check.

Shoranur-Cochin line
Mr. Bradley states that he cannot give any fair estimate of traffic and the Political Resident has not replied to my letters asking for statistics.

but as this line also has been estimated to cost 1 lac per mile - the traffic in goods registered by Mr. Bradley being 463 tons per week. the prospect is very good. as far as goods

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated May, 23rd.

Recd.

Encl.

23rd May 1895, No. 366 R.

MAY.

Lines of Railway

Furnishing opinion on the subject of the
— proposed as valuable feeders to the
Madras Railway system and as falling within
the scope of that Railway's administration.