

Public Works (1895) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

G.O., No. 381 R

DATED 28th May

[Despatch Abstract.]

Shoranur-Cochin Railway Survey - Petition from certain inhabitants of Travancore and Cochin on the subject of the alignment of the — ordered to be forwarded in the Political Dept. to the Resident in Travancore and Cochin for the views of the respective Governments on the questions brought forward being obtained.

has a taluk Cutcherry and a market. The market at Perumpazhoor can only by courtesy be called such, for the value of the commodities sold at this market never exceeds Rs 50 in value. There are no other places of trade in these parts which produce no commodities worth the name that can be exported to other places.

2. Coconuts and the various objects manufactured from them are the first and foremost objects of export from Cochin and Travancore. It can be said without fear of contradiction that coconut trees are seldom found in the places mentioned in the previous para and that they are abundant at Cranganur, Chennamangalam, Pallipuram, Paroor and Varapuzhai.

3. From the 15th of Kumbham to the 15th of Edavam during the hot season, some officials of Cochin and

and Travancore resort to Alway for the purpose of bathing in the Alway River. The Company has been led to believe that the route through Alway would benefit the people of Cochin and north Travancore and be a source of profit to the company. The proposed route would benefit the few officials, even this is doubtful for it passes some three miles away from Alway who resort to Alway, a sanitarium in North Travancore.

4. Cranganur and other places where there are large coconut plantations, would be some from 5 miles to 20 miles distant from the railway stations on the proposed line. It is plain, therefore, that & coconuts and the products made from them, cannot, without great labour and expense to the railway stations for transmission to Cochin. None of the places where there are large coconut trees are more than 20 miles distant from Cochin to which commodities can be taken conveniently in country boats.

away and a new route should be fixed up to suit the supposed convenience of the few officials visiting Alway during the hot season. are steps, calculated to promote the interests of neither the people of Cochin or North Travancore nor of the Madras Railway Company. The proposed route is more circuitous than the one proposed by Messrs Aspinwall and Co and not only has no corresponding advantages but has just the contrary.

6. Perumanur, Oragan and the surrounding parts comprising about half the taluq of Irichur and the whole of the Mukundapuram taluq are parts where rice is extensively cultivated. The proposed line being distant from the places mentioned above, would not give any facilities for the exportation of rice from these parts, as well as from Coanganur and other places, where, besides the coconut, rice is also extensively grown.

7. An account of the places of trade and public offices referred to in para 5, is given below:—

7
and 867 houses. The population of this place is 5788. This has two Synagogues.

Paroor: This is a very large and flourishing town having more than 1200 houses and a population of 15,000. It has a district court, a munsiff's court, a sub-registrar's office, a district school, a hospital, two bazaars and a market.

Pallipuram: This is a very large place of trade which is near Chermamangalam and Paroor. One railway station would be used for these three places. It has two large churches and a population of 32681. Near this is a small sea port.

Alangand: There are in this place a taluk Cutcherry, a sub-registrar's office, a Police station, a bazaar where and a market where jaggery is sold wholesale. The town has 634 houses and a population of 3162. This is only three miles and a half from Alway whereas the proposed line goes half a mile nearer.

This is the seat of the chief Bishop on the Malabar Coast.
Parappuzhai: This town and the villages surrounding

Iravancore. The Cochin Government or private capitalists may open a railway line through these important centres of trade, the result of which cannot but be prejudicial to the interests of the Madras Railway Company.

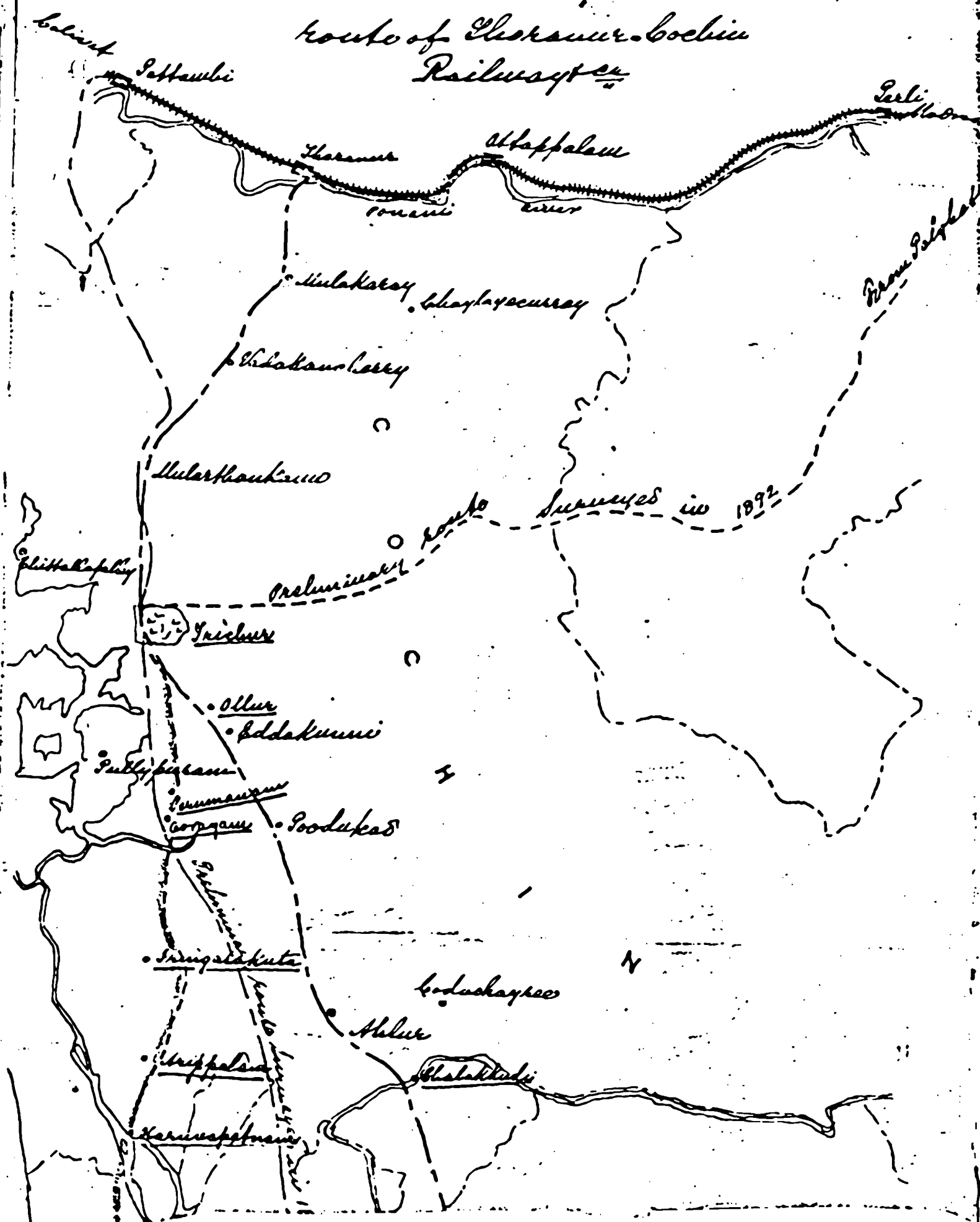
10. The route now proposed would not have been adopted if there were any natives of Cochin or Iravancore present at the meeting held lately at Trichur for the purpose of fixing the route.

11. That in conclusion,

Your Excellency's Memorialists beg most respectfully that Your Excellency will be kindly pleased to adopt the line proposed by Messrs Aspinwall and Company of Cochin, for which act of kindness Your Excellency's Memorialists, as in duty bound, shall ever pray.

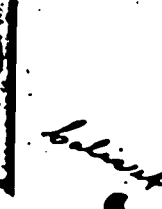
P. W. Current - A. 5596.

Plan showing the
route of Chikamur-Gochin
Railway $\frac{1}{4}$





4



Pullipuram & slaw.
land are situated on
an island, fairly remote
from the backwater and
quite out of reach of
any railway and in
my opinion the align-
ment to serve them wd.
be wrong from any point
of view - it would be
exceedingly expensive,
very inconvenient & would
compete with water
carriage -

The routes proposed by
the Govt. of Cochin &
Travancore as represented
by their Deputies with the
alternatives proposed
by the Govt. of Madras
have been approved
& the Petitioners may
be directed to submit
their case to their re-
spective governments

I suppose the Committee which
met to settle the alignment had
all the alternative routes before
them, and considered the questions
raised in the petition.
But I think the best plan would
be to send copies of the petition to
the Resident in Travancore & Cochin - &
ask him to obtain from the respective
Governments their views on the questions
brought forward.

8 Nov 16/95
21/5/95

6
7 Nov
21/5/95
Draft 15 revised
31/12/95

13

No 381 R dated 28.5.95
PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Petition from the
inhabitants of Cochin
& Travancore } M.C. No - 727 April 1895

A copy of the
above petition will be
forwarded in the Political
Department to the Resident
in Travancore & Cochin
in view to his obtaining
from the respective Govern-
ments their views on the questions
brought forward therein.

Reminder to the Political Dept.
381 R of 2.7.95 sent
382 R of 6.8.95 sent

2.7 Political Dept.

Supd from R. office copy
29/8/95

722
25
R
The Hon. Secy to Govt.
Public Works Dept.
Madras
29/8/95

(No. 1.)

No. 5290
708

MADRAS RAILWAY

AGENT AND MANAGERS' OFFICE

Madras, 3rd August 1895

From

The Agent and Manager.

A. A. E.

To

The Consulting Engineer for Railways.

SIR,

Madras

ER/UM/2
With reference to your letter
of 25th of 25th July 1895, I have the honour
to inform you that every effort will be made
to submit the plans and estimates of the Calicut-
- Cannanore, and Shoranur - Cochin surveys
by the 31st August. - but the Company's Chief
Engineer is doubtful if this can be accomplished.
That Officer writes as follows in explanation of
the delay which is anticipated:-

Every effort will be made to comply with the
Consulting Engineer's request but I do not think
the reports asked for can be ready by the end
of this month.

It should be borne in mind that there was
neither reconnaissance nor preliminary survey
of the Shoranur - Cochin line, or even good maps
to guide the surveyors in fixing the alignment.
So that the present survey combines in it
reconnaissance, preliminary survey and final location.

13

12 387. R. dated 25.5.95

1/6

11/7
2
The work was only begun on the 20th December
1894 and besides fully locating 73 miles of line,
30 miles of trial line were examined, traversed
and sectioned as requested in the G.O. 338A of
7th May '95.

I will duly advise you in regard
to your offer to type the estimates and reports
as soon as I receive further advice from the
Off. Chief Engineer.

I have the honour to be
Sir,
Your most obedient servant.

Henry West.
Off. Agent & Manager.

Notes
from P
F

3410
6.5.95

[Faint handwritten text in Tamil script]

To
The Consulting Engineer
for Railways.
The Agent and Manager.

188

MADRAS RAILWAY

From

1895
Political Department

From

The Resident in Travancore
& Cochin

To

The Chief Secretary to Government
Cottacumund

Dated 18th August 1895
Received
SECRETARY
21 AUG 1895

Reference No. 2235

Enclosure with

Recd 18/95
Encl. with

Inform with reference to endorsement
no. 1106 of the 21st May last that the
delay rests with the Deans of Travancore
& Cochin and promising to address as
soon as their replies are received.

Encl. No. 1972
Transferred to the
Public Works Department, Rail-
way Branch.

Ag Under Secretary

Cottacumund
24th August 1895

To
The Public Works Dept
Ry Branch

Await reply from
Deans of Travancore
21/6/95

(109)

00325

From James Thomson Esquire
Resident in Havancore and Bohu
To The Chief Secretary to Government
Ootacamund
Sd.

Sir,

With reference to your endorsement N. 1166
of the 31st May last forwarding G. O. 381 R dated
28th idem I have the honor to inform you that
delay rests with the Deans of Gravance
and Bechin and that I shall address you
as soon as their replies are received

I have the honor to be
Sir

Yours most Obedt-Servant

Resident

from Gas Triplexine

From
To

Most Enquiries
 are answered
 in a detailed
 manner full
 of facts &
 always
 free of charge
 is a great
 help to
 many
 & their
 detailed

CAMLAND Telegraph Master.

Frenchland to the Gov. of
proceeds now but requires all
in sending up the plans &
terminates both alternative
thru

Kindly doing
 this in any copies
 to each of the
 West Coast Society
 Secretaries will be
 secured by James
 Bennett

Hand
1-16 June

Eph
Dr. Cooper

36 to 2.11.12 }
2.1.12 offer }

reply despatched 1.45 PM.

thru the French territory
may be estimated for.

I beg to remind you
that the Calicut Cannanore
as well as the Shoranur
Cochin plans & estimates
should be submitted as soon
as possible as specially
requested by the Govt of
India.

Tracings are not returned.

Yours F.R.W.
104
95-

INDIAN TELEGRAPH				Monthly Fee	
From Madras				To Calicut	
38/8	11	15	26	Office Instructions	

dy Con eng chp Con eng
C 44 grant d 247

Please see g.O. 336 of
seventeenth may in relation
to the reconnaissance and
approximate estimate
for the Kurutee a way
alternative is only
required

RECD. FROM		L. K.		SENT TO	
At	Hrs.	At	Hrs.	At	Hrs.
Date		Time		Postmaster	
Free of charge		Kurutee		11-7-71	



Telephone

136

The estimate drawn
Madras by

Please let me know
West Coast Survey
and estimates will be
sent to this office
for submission to India
of this month. 90
it be required and
as previously stated.

Yf

For Rk
1879

Dispatched
4/30 82m.

No. 51,000 W

1104 No. 20

TELEGRAM

From

To

E. R.

A M

947. Your letter 422 of 30th April last. when will projects Calicut-Cannanore and Shornur Cochin projects be ready. -

Feb 27 1795

24
5

to be,

at servant.

Investigative
JH 2019

W. Edwards
Pr Agent & Manager

(No. 11.)

No. 11

1,000-3-3 98.

Form No. 20.

TELEGRAM

DEFERRED

Monthly Number

FROM

E.R.

TO

A.M.

C/47. Your letter 222 of 30 April last. When will Calicut and Cannanore and Shoranur Cochin projects be ready.

Yours F.R.M.
19/5

See despatch 19/5

Your most obedient servant,

Edmund

Agent & Manager

Immediate with
H.A. 20/5

32 Word Form.

F.C.I.

(No. II.)

No. 1204

1204

INDIAN TELEGRAPHS

Code Class.

To Adacammund

From

Rajapuram

Hour.

20

Minute.

10

Instructions.

To

J. R. Upcott
Consulting Engineer
for Railways

From

Agent and
Manager
Madras Ry

32 Word Form.

Most exact projects will
be ready, it is
hoped by middle of
October.

Before giving out with
up any copy out of project.

Send from

LN.

Send to

LN.

21

Hour.

Min. by

21

Hour.

Min. by

21

Hour.

Min. by

21

C. O. P. - No. 10 E-47 22-10-1919

OOTACAMUND 25-9-19

I have the honour to be,

Sir,

Your most obedient servant,

Edmund

Agent & Manager

Immediate with
H.A. 20/9

4074
20.9.95

MAADRAS RAILWAY.
From
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated
1895
No.

From
The Resident in Travancore and Cochin

2.
The Chief Secretary to Government
Fort St George

Dated 2nd October 1895-
Despatched 10th do. do.
Received
Ref: a/c no 2959

Enclosures - 4
CHIEF SECRETARY
14. OCT. 1895
GOVERNMENT OF MADRAS

Railway from Sionanore
to Erumkulam

Forward copies of letters from the Deans
of Travancore and Cochin and Mr. S. K. Black
reporting on the petition from inhabitants of
S. Travancore and Cochin objecting to the line
Surveyed for the proposed—

90 R 381: 28-5-95 Pol
R 336: 7-5-95
No. 8193

Recd: 24.10.95
Rec: 4

Encl 25/8.
Transferred to the Public
Works Department, Railway
Branch.

By Under Secretary.
Folded George
28 Oct 1895

To
The Public Works Dept
Ry Branch.

Put up with
use from 24/10/95

1102

4074
00.9.95

From
MADRAS RAILWAY.
To
The Agent and Manager.
The Consulting Engineer
for Railways.
Dated
Recd.
188
No.

From
The Resident in Travancore and Cochin

2
The Chief Secretary to Government
Fort St George

Dated 2nd October 1895
Despatched 10th do do
Received

Ref: enc no 2959

Enclosures
CHIEF SECRETARY
14 OCT. 1895
GOVERNMENT OF MADRAS

Railway from Shoranore
to Erumakulam

Forward copies of letters from the Director
of Travancore and Cochin and Mr. S. K. Black
reporting on the petition from inhabitants of
Sh. Travancore and Cochin opposing the line
Surveyed for the proposed —

90 R 381-28-5-95 Pol
R 336-7-5-95
8193

Recd: 24.10.95
Rec: 4

Encl 25/8.
Transferred to the Public
Works Department, Railway
Branch.

CS.
21/10/95 by Under Secretary.
T. S. George
28 Oct 1895

To
The Public Works Dept
Ry Branch.

Put up with the
case from 24/10/95

110.2

No. 720
1896-

Chief Engineer's Office
Erichur, 13th July 1895

Enclosure I

To

The Duwan of Cochin
Erichur.

Sir,

In reply to your No. 1138 P. W 229 of the 26th ultimo forwarding copy of the Resident's Memo Ref: on c no. 1738 of the 18th ultimo, enclosing copy of a petition for report in which the present alignment of the Railway south of Erichur or between Erichur and Erumkulam is objected to, and asking that Messrs Aspinwall and Co's line may be adopted instead.

2. I have the honor to inform you that all the papers and plans in connection with Messrs Aspinwall and Co's scheme were prepared under my superintendence, no survey of any line south of Erichur was undertaken, as it was not necessary, for we were provided with copies of the plans and sections of the Madras Railway Company's 1871 Survey known as Mr Harding's line, and a better route generally could not have been selected; this was therefore the line adopted, but north of Erichur a survey was made and the line taken to Shoranur instead

instead of Pattambi, a copy of this survey was supplied to the Madras Railway Company and it has served as a general guide for setting out the present line between Shoranur and Erichur.

3. The late Mr. Grieg was perfectly aware of all the circumstances mentioned in the petition and it was decided at the meeting held at Erichur on the 22nd January last that it would be desirable to take the Railway line further inland than shown on the Madras Railway Company's 1871 Survey in order to develop the country and to be away from the local competition on the Canals and backwaters which run parallel with the sea (Vide Mr. West's report to the Agent and Manager, Madras Railway Company, dated 29th January 1895.)

4. It was further decided to take the present line through Shalakkudy on the direct route to Perumkulam in Travancore Territory, the headquarters of the Sabar.

5. The petitioners seem to have a very vague idea of the route followed by Mr. Aspinwall's line for they mention in the petition that the line ran through Doragam, Irinjala Kuda, Tripalam, Chattilagam, Narupadnam and Cranganur, but it did not touch at any of these places.

6. In the new alignment, the first station south of Erichur is at Edakkunni at the crossing of the roads, this station will serve Edakkunni and the large village of Ollur, Doragam is within four miles of this station and connected to it by the Trunk Road.

7. The station at Ahlu will serve Mala (at present) and Irinjala Kuda 6 miles to the west connected by a good road.

8. It was decided at the meeting held at Erichur that as soon as the trade from Mala to line at Ahlu, justifies the expenditure a branch should be run to the backwaters at that point (Vide Mr. West's notes of the discussion.)

9. But if the line is to be shortened from Shoranur to Ernakulam by about 10 miles (as mentioned in my No 319 dated the 25th March last to your address) it should branch off at Ahlu, join the line surveyed in 1871 at Mala, and on to Ernakulam, this would then be a portion of the route

the large quantities of Coffee and Tea from the Neilgherries, Annamallies, and Nelliampattinam now sent to Coimbatore will continue to be shipped at Calicut; although there are better facilities for landing and shipping operations at the British port of Cochin, freights are cheaper, and there are many days during the Southwest-Monsoon that landing and shipping operations can be carried on at Cochin when nothing can be done at Calicut; the mileages are as under

From Podanur to Calicut	Miles 111 $\frac{1}{4}$
From Podanur to Shoranur	5-8
From Shoranur to Ernakulam	72
	<u>130 miles</u>

I have the
(Signed) H. W. Hudson
M. Inst. C.E.
Chief Engineer, Cochin Government

3-5
Dated
3
14/3/95

(True copy)
(Signed) V. Subramanyam Pillai
Dewan
1 True copy
F. L. D. S. L. S.
Asstt Resident
for Madras

No 3120
P.D

Muzum Culcherry
Erivandrum, 24th August 1895

Enclosure I

From
The Dewan of Travancore
To
The British Resident
in Travancore and Cochin

Sir,

I have the honor to refer you to the Correspondence noted in the margin on the subject of a petition addressed to the Madras Government by certain inhabitants of North Travancore and Cochin objecting to the line recently surveyed by the M. R. Company for the proposed railway from Shoranur to Ernakulam and praying for the adoption of the line surveyed by Messrs. Aspinwall and Co some years ago.

2. The Chief Contentions of the Petitioners are (1) that the towns and villages on the new route are thinly populated, (2) that the places touched by the original line contain more public institutions such as Courts and Culcheries and (3) that they are of greater importance in a Commercial point of view.

3. With regard to the first, it is true that the population of one or two villages situated along the old line is a little more than that of the villages on

From the Asstt. Resident to the Dewan Ref: memo 1738 dated 13th June 1895 -
do do 2106 - 16th July -
do do 2689 - 19th " -
do do 2255 - 18 August -

on the new line, but the population of individual villages alone can hardly warrant any inference in regard to the merits of a line for a railway. The old line broadly speaking will pass through the Taluk of Parur and along the western boundaries of Aleugand and Hunnathanaud Taluks serving only a very small portion of the two Taluks, whereas the new line passes right through the centre of Aleugand Taluk and touches the most important villages of Hunnathanaud Taluk. The population and area of the three Taluks in question are noted in the margin and it will be seen that the new line serves a greater area of country and a greater population than the old one.

Taluk -	Area - sq. miles	Population
Hunnathanaud -	221	1,14,049
Aleugand -	208	70,958
Parur -	47	59,278

4. With reference to the 2nd Contention, Parur is the only place of any importance which the Petitioners' line would tranverse. Besides containing a Taluk Cutcherry and the Registrar's Office, Parur has a District Court and a Munsiff's Court. Aleugand, which they refer to, is a simple village and is not the headquarters of the Taluk. The Taluk Office is now located on a hill not easily accessible to the public and not far from Alwaye and it has long been in Contemplation to shift the Cutcherry to

to the last mentioned place. When this transfer is effected the new line would serve the headquarters of two Taluks viz Aleugand and Hunnathanaud (Perumpavur) against the public Offices at Parur served by the old line. Moreover the Jurisdiction of the Munsiff's and District Courts at Parur extending over the three Taluks in question, the new line will be very useful to parties having to attend the Courts from a distance, who can travel by rail as far as Alwaye and thence easily by road or water to Parur. The utility of the old line in this direction will be comparatively limited owing to the competing facilities of existing Communication about Parur.

5. In regard to the Commercial facilities offered by the railway it must be observed that the old line passes almost parallel to the existing water communication. How far that line will replace the latter is a matter for serious consideration. Experience seems to show that water communication in close proximity to a railway line places the latter at a disadvantage. The farther inland the railway goes the better. It tends to

to develop the resources of the interior parts of the Country and give an impetus to the local trade which is by no means inconsiderable. In their ignorance the Petitioners undervalue the trade of the interior and lay stress on the conveyance of rice and the produce of the Coconut tree. There is little or no rice exported from Cochin, extensive quantities of rice being imported from foreign places. The Petitioners admit that the Coconut tree flourishes extensively near the backwaters and the old line of railway will not help it much as against the water communication. As already observed in my letter No 1048 dated the 24th March last, the proposed railway, in order to be of any real benefit to this state, should take in the trade in timber, areca nuts, ginger and other produce from the interior parts of Travancore, which passes not only to Cochin, but also to Erichur, Palghat and other places and it is this trade that stands in need of facilities. What trade exists between the interior of Travancore and the port of Cochin has at present only one highway, the Alwayr river and this for about five months of the year

year is far from being freely navigable for boats. The goods which pass northwards and southwards via Vallam and Chengal use the Sugamalee route and that the volume of this trade is not small is borne out by the returns from the Vallam Chowkey, which show that dutiable goods to the value of Rs 1,81,837 passed through the Chowkey during the last Malabar year but one and 1,16,298 Rs worth of goods during the first 11 months of the last Malabar year (1070). The line surveyed by the Madras Railway Company must command a very great portion if not the whole of the above trade which would doubtless increase and contribute largely to the earnings of the line.

6. It will be observed from the foregoing that the Petitioners' allegations are for the most part a tissue of misrepresentations and appear to proceed from ignorance and self-interest. I trust that the Dewan of Cochin would share these views. The Engineers in charge of the survey

Survey will I believe be able to show that the new line is easier and cheaper than the old one not only in regard to the cost of construction but also in the subsequent maintenance.

7. In these circumstances, I venture to hope that there will be no difficulty in the adoption of the new line which has on careful consideration been selected by the responsible officers concerned, as the best in the interests of Cochin and Travancore.

I have to

(Signed) Shungraasoleger
Dewan

(True copy)

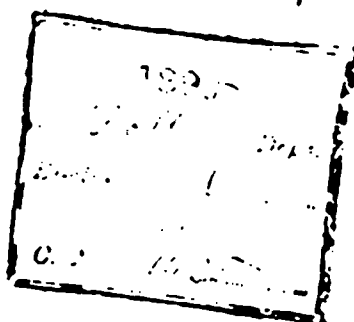
F. W. D. S. Cpt.

Asstt Resident
for Resident

82

P.W. 4
8193/95

BW



Enclosure II

No 1585
P. 247

Huzur Cutcherry

Travankulam

27th August 1895

To

J. Thomson Esquire
British Resident in Travancore and Cochin

Sir,

With reference to your memo Ref. on E 20/1788 of the 13th June last, forwarding for my remarks copy of a petition from the inhabitants of Cochin and Travancore regarding the proposed extinction of the railway to Travankulam, I have the honor to forward herewith copy of a letter from the Chief Engineer whom I thought proper to address as he was in a position to give information regarding Mr. Aspinwall's line.

No 720 dated
13-7-95

2. Petitioners object to the present alignment of the railway south of Trichur, or between Trichur and Travankulam, and ask that Mr. Aspinwall's line may be adopted in its place.

3. It will be observed from the Chief Engineer's letter that the line proposed by Mr. Aspinwall followed the line of the Madras Railway Company's Survey of 1871 south of Trichur, no survey of any line south of Trichur having

having been undertaken by Mr. Aspinwall. It also appears from the Chief Engineer's letter that that line did not touch any of the stations of Boragam, Irinjalkuda, Arippalam, Mattilagam, Karupadnam and Cranganur as alleged by the Petitioners.

4. At the meeting held at Erichur on the 22nd January 1895 to settle the line to be followed by the proposed Railway to Ernakulam, it was decided that the line should be taken further inland than shown on the Madras Railway Company's Survey of 1871, with a view to develop the Country, and to avoid the boat-competition on the Canals and backwaters. Accordingly, the line now surveyed is more to the east than that surveyed in 1871.

5. In the present alignment, the first station is Edakkunni. It will serve Perumanam and Boragam, which are about 3 miles from it. The station at Ahlu will serve Irinjalkuda which is 6 miles from it, so that the first three places mentioned in the petition (para 5) will be served by the present line.

6. The line referred to in the petition as passing through or near Chennamangalam, Verapuzha, Alangad and Edapilli to Ernakulam is the portion of Mr. Aspinwall's line or the line surveyed in

in 1871 from Mala to Ernakulam. The alternative route from Ahlu via Mala, of which reconnaissance was ordered to be made in G.O., dated 7th May 1895, No. 336 R, Public Works, almost follows this line.

In this route, Mala and Chennamangalam may serve Arippalam, Karupadnam and Cranganur, — Mattilagam is in British territory, and Parur, Pappuram Port, Varapuzha, Alangad and Edapilli are in Travancore, and the line from Mala will, no doubt, also serve these places. Therefore if the route from Ahlu via Mala be adopted, the line from Erichur would serve all the places mentioned by the petitioners (para 5).

7. The statement of houses and population given by the Petitioners for places on the proposed line is inaccurate, inasmuch as they have noted down only the population of the Desams, instead of the population of the Desams and of the adjoining Country.

8. I am of opinion that the line from Erichur to Ahlu at present surveyed should be preferred to that surveyed in 1871 from Erichur to Mala, which the Petitioners suggest. The line from Mala to Ernakulam suggested by the Petitioners is nearly the same as the alternative route from Ahlu via Mala to Ernakulam. This route if

Residents office

Trivandrum, 8th October 1895

tel. no. 295

From James Thomson Esquire
Resident in Travancore and Cochin

To
The Chief Secretary to Government
Fort St George

Sir,

With reference to G.O dated 28th May 1895

No. 381 R forwarded with your Endorsement No. 1166
of the 31st idem, I have the honor to submit herewith
copies of the marginally noted Communications from
the Deans of Travancore and Cochin and from Mr. E. H.
Black, Honorary Secretary, Cochin Chamber of
Commerce reporting on the petition from certain in-
habitants of North Travancore and Cochin objecting
to the line recently surveyed by the Madras Railway
Company for the proposed railway from Thoranore
to Ernakulam.

2. It does not seem to me that any good
ground appears for deviating from the track settled
at the conference at Erichur. It is clear that taking
the line in that track will open up the Country:

While

3120 dated 26th August
P.W.
1895 from the Deans of Travancore
and Cochin
1556 dated 27th August 1895
P. 247
from the Deans of Cochin and Travancore
dated 9th September from
Mr. E. H. Black.

- 9

the 11 (or 13) extra miles would be the cause of diverting
produce, to any appreciable extent, to other markets -
and therefore in deciding on the route there appears to
be more reason for considering through which districts
the native traffic (passenger and goods) would be the
most extensive, and if the longer route promises such
results, I can think of no reason why it should not
be adopted

I return the tracing herewith and remain

Yours sincerely

(Signed) Ernest H. E. Black

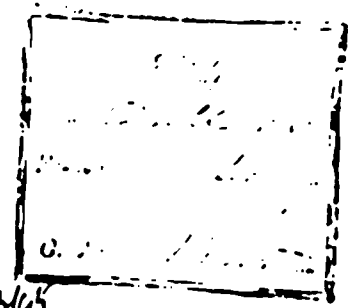
True copy

F. G. D. S. Esq.

Asstt Resident
for Travancore

For

B.W.



P.W. 8193/95

while, adhering to the 1871 route involves branches
as suggested in G.O. dated 7th May 1896 No 336R.

3. A matter that has occurred to me as worthy
consideration at present is the meeting place of the
metre and broad gauge in Travancore. That
raises a question whether the Madras Railway would
be likely to extend South beyond Cochin. I have
talked this over with the Dewan of Travancore who
suggests Kottarakkara near Quilon as that quarter
through which the Sinnerally Quilon Railway
would run. So far as I can judge at present,
it is the interior that requires to be opened up,
and projections Southward would naturally be
from Perumbalur if the circuit round that place
is adhered to.

I have the honor to be

Sir

Your most-Obedient Servant

F. B. D. S. Esq.

Asstt - Resident
for Resident

BW