

Public Works (1896) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

G.O., No. 481R

DATED 30 May

Includes g.v. no. mis 526 (Receipt) 8-716²
145R of 21.2.96
480R of 30.5.96.

[Despatch Abstract.]

Moromon - Cochins Extension - Letter to the
Government of India enquiring how the matter of
the project for the ~~extension~~ now stands,
and requesting to be favoured with the views of
that Government on the subject at an early
date -

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

10.....

and

①

2. 2000-2005 R18/11/95
 (see p. 16 of R18-95)

15

SERIAL
No. 50

 Δ

Two cecrons

2



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10

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1

10

mile appears very high, and to enquire whether this estimate has been fully considered by the Revenue Department of the Government of Madras-vide Government of India, Public Works Department, circular No. XI Railway dated 21st September 1895.

5. You are being addressed in a separate communication about the Shoranur-Cochin railway project, also received with your letter under acknowledgment, as it is more convenient that the two lines which are not necessarily connected should be dealt with independently.

I have the honour to be,

Sir,

Your most obedient servant,

Dec 18. 12-9

G. S. Anderson

Assistant Secretary.

Documents accompanying:-

Nil.

AM 13/12

His Excellency the Governor

Gen. W. R. R. R.

Gen. W. R. R. R.

SERIAL

51

Two letters from the Govt. of India concerning the Calcutta and Canning and the Shoranur Cochin projects are forwarded for perusal.

2. It will be noted that the Agent of the Madras Ry. has already written to obtain the views of his Board about these schemes and we must await their reply.

3. With reference to the remarks in para 4 of the Govt. of India letter No. 1551 R.C. - The Chief Engr. who prepared the estimate distinctly states that the estimates for land were furnished for the Revenue of India - but a reference will be made in the Rev. Dept.

4. This respecting the question with the Board will I suppose hang up the schemes for a long time - The Board have now a new opinion of. I need to make it but would require some sort of a plan to raise the Capital.

AM 13/12

5. When Col. Pacey was here
it was settled, as the agent
I thought, that these pro-
jects would go on to the Secy
of State who would, if he
approved, decide with the
Board, the best terms to
raise the money -

6. I submit it would
expedite matters if we
printed out to the Govt. of
India that, provided they
are satisfied that the Board
are in earnest about their
branches, and that the Govt.
estimates are reliable,
they might send on the
report & estimates to the
Secy of State with their ap-
proval, and leave the financial
details and any further
inquiries from the Board, to
be settled in England be-
tween the Secy of State and
the Board.

FM 12/12/95

The agent M. R. says in para
13 - Extract of his letter to his
Board Nov. 28. 1895 - that
if the Govt. of India intimate their
approval of these terms - his Board
are prepared to raise the necessary
capital on such terms as may be
satisfactory to the Sec. of State.
If we can satisfy India as to the
value of the land - wh. sh^d be seen to -
we sh^d beg them to signify their
approval as desired by Mr. Moss.
Mr. Moss' letter sh^d be sent to them
wh. deals with this point. All that
every body apparently is waiting for
is India's approval. We must
urge them to give it - and communicate
it to the S. of S. & the Board as soon
as possible. The Board & the S. of S.
will then have it out over their
financial details.

M
23/12/95

W
19 Dec

24/12/95

Board of Revenue

Attention is requested
to the 2 enclosures here
with

para 4 of No 1551 R.C.
dated 13 Dec 95 and
para 3 of No 1552 R.C.
dated 13 Dec 95 -

The cost of the land
has been estimated by
the Chief Engineer
at

718 rupees per acre for
land between Calicut and
Channamore and

799 rupees per acre for
land between Shoranur &
Cochin - These are abstract
data and were furnished
by the Revenue officials -

As the reply to the Govt. of
India is delayed pending
these references, the matter is
one of urgency.

F.M. 29/12/95

Calicut - Cannanore
and Shoranur - Calicut
Railway Projects.

Very urgent

No. 4181.C

SERIAL
57

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

30th Decr 1895

The following is forwarded to the Secy to
Government Revenue Deptt
for favor of very early at-
tention, with reference
to para 4 of letter No.
1531 R. C. of 13th Decr. 1895 and
para 3 of No. 1532 R.C. of
13th December 1895.

1st Reminder
No. 4181.C of 22.1.96
1

Despd 24/1/96

2nd Reminder
No. 4181.C of 28.1.96.
2 Despd 28/1/96

2 The cost of the land
has been estimated by the
Chief Engineer Madras
Railway at

Rs 718 per acre for land
between Calicut and
Cannanore and.

Rs 799 per acre for
land between Shoranur
+ Cochin

These are average rates
and

Depd in R. Office
27/12

And were furnished
by the Revenue Officers.

3. As the reply to the
Government of India is
delayed pending these re-
ferences, the matter is
one of urgency.

Intd L. R. W.
29/1/95

1. Letter from the Govt.
of India P. W. Deptt No:
1537 R.C. of 13 Dec 1895.

2. Letter from do —
do — No 1532 R.C.
of 13 Dec 1895.

Di.

Send urgent reminder

Mar 28/96

Reminder despatched

on 28/1/96

No 308
29.1.96

SERIAL
No. 53

Agent Madras Ry.
I have the honor to
forward copies of 2
letters from the Govt of
India relating to the
Culicut Cinnamon &
Shorum Coshin Ry.
surveys lately submitted.
2. a copy of your letter
to your Board No 2227
dated 28 Nov. 95 will be
forwarded to the Govt.
of India as soon as the
Board [Madras] of Revenue
enables the required in-
formation to be submitted
to the Govt of India —
regarding the high value
of the land —
3. It appears from the
letters above named that
the Govt. of India are
desirous of knowing
precisely the views of
your Board on the plans
submitted and the
method of raising
the Capital required.

and it does not ap-
pear sufficient to
inform them that your
Board are prepared to
give the requisite capital
unless the precise con-
ditions are set forth.

Yours
20/1/96

2 enclosures

Remind Board of Res.
of our 4104 C d/o 30 Dec. 95
Reminder despatched 29/1/96

MADRAS RAILWAY COMPANY,

61 NEW BROAD STREET,

LONDON, E.C., 20th December 1895.

No. 7,913.

SIR,

This Board have received from their Agent and Manager in Madras copies of the Survey Estimates and Reports prepared by their Chief Engineer of the proposed extensions of the Madras Railway system from Calicut to Cannanore, and from Shoranur to Cochin.

These papers, which have been submitted to the Government of Madras, are at the present time, no doubt, in the hands of the Government of India, who, the Board trust, will view favourably the proposed construction of these lines by the Madras Railway.

As the surveys of these projects are now completed, it is important that they should be followed up by construction, by the same agency, as part and parcel of the Madras Railway system, with the least possible delay. The Board are desirous that the construction of one of these extensions should be started early in 1896, and they select the Calicut Cannanore line as the first to be taken in hand. This extension, from their present terminus at Calicut along the Western Coast to Tellicherry and Cannanore, promises to be very remunerative, and though, owing to the high value of the land through which this line runs, and the very considerable bridge-work required, the mileage estimate is rather high, considerable reduction seems possible, and the Board believe it can be constructed for a lac of rupees a mile.

The Government of India may possibly insist upon some reduction of the present estimate, but the Board feel assured that they will find the plans submitted for the construction to be satisfactory in every respect.

In my letter to your predecessor, No. 7,759, dated 19th March, 1894, the Board suggested the mode in which funds might be most economically provided for the construction of this extension, viz., that a portion of the sum required should be raised in India by the issue of Silver Debentures, at say 4 per cent., and the remainder in this country by Sterling Debentures—a small amount of which they have recently reissued at 2½ per cent.

If the Government of India are disinclined to accept the arrangement before suggested, and now repeated, the Board will be very glad to consider any other method of raising the required capital which the Secretary of State or the Government of India may be pleased to propose, or to learn whether there are any other terms on which the Secretary of State would be prepared to sanction the immediate construction of this extension.

With respect to the Shoranur-Cochin line, which lies almost wholly within the Native territories of Cochin and Travancore, it is believed that those Governments would be willing to subscribe a large proportion of the capital required for its construction, at a moderate rate of interest.

The available borrowing powers of the Company on the 30th June last, as prescribed by their Acts amounted to £2,619,210.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) JULIAN BYRNE,

Secretary.

THE UNDER-SECRETARY OF STATE FOR INDIA,
India Office,
S. W.

Amis 11290 45-2-75

MADRAS RAILWAY COMPANY,
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No. 7,913.

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Sir,

Your most obedient Servant,

(Signed) JULIAN BYRNE,
Secretary.

THE UNDER-SECRETARY OF STATE FOR INDIA,
India Office,
S. W.

No. 930.

MADRAS RAILWAY COMPANY,

61 NEW BROAD STREET,

LONDON, E.C., 17th January 1896.

113
1896

SIR,

Receipt of letters.

I am directed by the Board to acknowledge the receipt of your letters Nos. 2,229 to 2,232, with their enclosures, and Bill of Exchange for £106 10s. 7d. on account of Mr. Moss and others.

Supplementary list received.

2. I have also to acknowledge the receipt of the supplementary list of code words, referred to in para. 2 of No. 2,231, which you propose to utilize for future telegraphic communication with this office.

Statements forwarded.

3. The following documents are transmitted herewith:—

Statement of sums paid in this country on account of stores for the half-year ending 31st December, 1895.

Statement of sums paid in this country on account of officers and servants in India for the quarter ending 31st December, 1895.

Statement of amount paid for passage money during the same period.

Statement and classification of Issues by the Secretary of State for India in Council, with reconciliation attached thereto, shewing the amount of Home Establishment Expenditure and Inspection charges for the half-year ending 31st December, 1895.

Copy of Messrs. Freshfields and Williams' account for Law Charges for the past half-year.

Statements of Account Nos. 1, 2, 3, 4, 7 and 17 (for submission to Government) for the half-year ending 31st December last, and, for your information, a list of our balances on that date.

Mr. Ross Johnson's return advised.

4. Mr. D. Ross Johnson, Deputy Traffic Manager, returned to duty by the steamer "Caledonia," which left Marseilles on the 2nd inst.

Engine Driver E. Bright's resignation noted.

5. The Board observe from para. 4 of No. 2,231 that Engine Driver E. Bright has tendered his resignation, and that you have arranged to provide him with a passage home in March next.

Messrs. West and Stoney to act as Agent and Chief Engineer respectively.

6. With reference to para. 5 of No. 2,231, I am to convey the Board's sanction to the appointment of Messrs. West and Stoney to act as Agent and Manager, and as Chief Engineer, respectively, during your approaching absence on furlough.

Grant of furlough to Traffic Manager. Acting arrangements approved.

7. The grant to Mr. F. W. Read, Traffic Manager, of fourteen months' furlough, with effect from February next, reported in para. 6 of No. 2,231, is noted, and I am now to convey the Board's approval of his proposals for carrying on the administration of his Department during his absence, viz., that Mr. Ross Johnson shall act as Traffic Manager, and that Mr. Wilkinson shall act as Deputy Traffic Manager, as during Mr. Ross Johnson's recent absence.

Increase to salary of Agent's Chief Clerk.

8. The Board have had under consideration the subject of the pay of your Chief Clerk, Mr. Blake, to which you refer in para 8 of No. 2,227, and having regard to the salary given to the managing clerks of the agents of the other Indian Railways you mention, as well as to what you say in favour of Mr. Blake,

To the AGENT AND MANAGER,
Madras Railway,
Madras.

the Board are pleased to approve of your proposal, and to authorize, subject to the sanction of Government, the increase of his pay from Rs. 250 to Rs. 275, with the provision of a further increase from Rs. 275 to Rs. 300 after the expiration of two years from the date of this letter.

Carriage Examiner Bird's application not to be complied with.

9. I have submitted to the Board the copy of correspondence referred to in para. 14 of No. 2,227 relative to Carriage Examiner Bird's application to be permitted to assign Rs. 100 from the sum at his credit in the Provident Institution as the security required of his son in an appointment the Traffic Manager is willing to give him.

In reply to your enquiry I am to inform you that the application cannot be complied with.

Re payment to mother of J. F. Simpson:

10. I have also laid before the Board the copy of correspondence that has passed between the Locomotive Superintendent and the Administrator General of Madras relative to the payment of the sum of Rs. 484 : 3 : 7 to the mother of the late Carriage Examiner J. F. Simpson, being the amount at the credit of the deceased in the Provident Institution. The Board defer expressing an opinion on this question until they are in receipt of your reply to para. 9 of No. 922, with which was forwarded copy of Messrs. Freshfields and Williams' letter of the 27th April last. You refer to this in para. 7 of No. 2,227.

As to 3rd-Class traffic for quarters ending 30th Sept. 1893 and 1894.

11. With reference to para. 8 of No. 2,229, with which you forwarded some particulars furnished by the Chief Auditor regarding the 3rd-class traffic for the quarters ending 30th September, 1893 and 1894, I am to state that you should have noticed with special remarks the large decrease in numbers of ordinary travellers—nearly 400,000 in the quarter of 1893—and the small increase in earnings, only Rs. 16,000. The increase in the receipts from mail train passengers, over Rs. 60,000, of whom the number was nearly 300 less than in the corresponding quarter of 1894, requires also marked attention and explanation.

Construction of Timber Trucks sanctioned.

12. Replying to para. 10 of No. 2,229, I am to convey the Board's sanction to the construction of ten double bolster and fifteen single bolster timber trucks (estimated to cost Rs. 36,375) required to meet the demands of the increased timber traffic.

Works referred to in para. 11 of 2,229 may be executed.

13. I am also to communicate to you the Board's approval of the execution of the works referred to in para. 11 of No. 2,229, as a charge to this Company's Capital Account, on the understanding that our Chief Engineer has checked and accepted the estimates prepared by the Government Engineer.

As to rate for carriage of Singareni coal.

14. The Board have very carefully considered the correspondence which has passed between the Company's Traffic Manager and the Agent and Manager, H.H. the Nizam's Guaranteed State Railway, relative to the rates for Singareni coal to which you refer in paras. 15 and 16 of No. 2,227. It is observed that our Traffic Manager, in asking that coal required for the Company's use might be conveyed from Yellandu to Raichur at the 3 pies rate, applied for what had not been granted elsewhere, and the Agent and Manager, H.H. the Nizam's State Railway could not agree to this request, the distance being so much less than that fixed for this lowest rate. It does not appear to the Board that there is anything for them to do in the direction asked for in para. 16 of your letter. All that the Nizam's and Great Indian Peninsula Railways can grant under existing arrangements has been offered to this Company. Whether those arrangements can be modified or improved is another matter, but this Company

has no ground of complaint so long as we are offered the full advantages which they secure.

It will, the Board think, be advisable to negotiate with the Nizam's and Great Indian Peninsula Railways to endeavour to secure some modification of the limiting distances for the several rates, as these seem to be capable of alteration with advantage to all concerned, and if it can be shown that some such alteration will add materially to the traffic on the foreign lines, by enabling the Madras Railway to substitute coal for wood fuel, or otherwise, over a considerable part of the North West line, no doubt the representation made will carry weight.

Copy of further correspondence with Messrs. Arbuthnot, Latham & Co. forwarded.

15. With reference to para. 6 of No. 929, and to para. 8 of your No. 2,231, I forwarded to you on the 10th instant copy of the further correspondence, marginally noted, which has passed between Messrs. Arbuthnot, Latham and Co., and the Board on the subject of working and maintaining the Nilgiri Railway when completed to Kúnúr. From this you will have learned the terms which the Board, after the most careful consideration, finally decided to offer, subject to the sanction of the Secretary of State, for the acceptance of the promoters of that Company.

No reply has as yet been received to the letter last quoted, in which Messrs. Arbuthnot, Latham & Co. were informed that the Board must adhere to the terms offered in their communication of the 20th December. The Board learn from Messrs. Arbuthnot, Latham & Co., that the following maximum rates have been sanctioned by the India Office:—

	Per Maund per Mile.	Between Mettapolliam and Kunur.
Goods upwards	4½ pies	= Rs. 10:12 per ton.
„ downwards	2½ „	= „ 5:6 „

PASSENGERS.

Upper Class... ..	10 annas per mile	= Rs. 10:10.
Lower Class... ..	1 „ „	= „ 1:1.

Proposed extensions of the Madras Railway system.

16. On the 27th ult. I forwarded for your information print of Letter No. 7,913, dated 20th December, 1895, addressed by the Board to the Secretary of State for India, with reference to the proposed extensions of the Madras Railway system from Calicut to Cannanore, and from Shoranur to Cochin.

You will have observed that the Board express the hope that the Government of India will view favourably the proposed construction of these lines by this Company, and the Directors are desirous that the Calicut-Cannanore extension should be taken in hand early this year. The Board also state that should the Government of India be disinclined to accept the arrangement before suggested, and now repeated, for raising the necessary funds, they will be glad to consider any other method which the Secretary of State, or the Government of India, may be pleased to propose; or to learn whether there are any other terms on which the Secretary of State would be prepared to sanction the immediate construction of this extension.

The Board desire to impress the Government in India with their very strong conviction that the best interests of the State are secured by allowing the owners of trunk lines to construct extensions to their system as part of the parent undertaking, by means of the issue of guaranteed Debentures, either in silver or in sterling.

Ryru

This principle has been accepted in the case of the East Indian Railway Company, who have been empowered by a recent Act of Parliament to raise capital for the general purposes of their undertaking, including branches or extensions, which have been sanctioned by the Government, by the issue of Debentures under the guarantee of the Secretary of State.

This power is already possessed by the Madras Railway Company, under their Parliamentary Act of June, 1854, and there still remains a balance of available borrowing powers amounting to £2,619,210.

In respect to the Calicut-Cannanore extension (referred to in the Board's letters marginally noted), the survey reports and estimates of which have been recently received, there can be no doubt that it will prove a valuable addition to our undertaking, and the Board believe that the actual returns of traffic will greatly exceed any estimate it is now possible to make.

When the estimate of the cost of this line has been carefully revised, which it is hoped will be done during the period that must elapse before action can be taken, the figures given by Mr. Stoney and Mr. West in their reports of 15th October and 12th November, 1895, will, no doubt, become considerably reduced, and you will then be in a position to calculate with greater accuracy what will be the probable net return on the outlay. The short extension of nine miles from Beypore to Calicut, which cost over two lacs of rupees a mile, now gives a return on the outlay of over 6 per cent.

The views of the Board in respect of the probable results of the working of the Calicut-Cannanore extension are given in paras. 4 to 6 of their letter to the Under-Secretary of State, dated 19th March, 1894.

The question of the provision of funds for this undertaking was discussed in paras. 7 to 10 of the same letter. You are in a better position than the Board to judge how far it is practicable to place silver Debentures in the Madras Presidency, and what rate of interest it will be prudent to offer, but the Board have reason to think that a considerable amount might be obtained in this form.

The special attention of the Government of India should be invited to the fact that the Madras Railway Company have, for the first time in its experience, declared surplus profits for the half-year ending 30th June, 1895, though only to a moderate amount. The risk of opening out branch or feeder lines will therefore be shared by the Company and the Government, and the Board will be careful to recommend only such extensions as they believe will certainly prove to be remunerative.

The Board have just received a communication from the India Office, stating, in reply to their letter of the 20th December last, that immediately on receiving the views of the Government of India the Secretary of State will give careful consideration to the proposals and wishes of the Board on the subject of the proposed extensions of the Madras Railway.

I am, Sir,

Your obedient Servant,

(Sd.) Julian Rymer
Secretary.

No. 843 para. 14.

" 898 " 7.

" 899 " 13.

" 911 " 14.

q. v.

(No. 1.)

No. 5490
98

SERIAL

No. 54

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 5th February 1896.

From

To

Sir,

*SM on line
H. W. R.*

*Returned
by post 15/2/96*

The Agent and Manager.

*Placed in
box B*

Madras Railway

The Consulting Engineer for Railways.

Madras.

With reference to your letter
No. 308 of the 29th ultimo, forwarding
letters from the Government of India
relating to the Calicut-Cannanore
and Shoranur Cochin surveys I have
the honor to forward three copies of a
letter addressed by my Board to the
Under Secretary of State for India on the
20th December last. This letter gives
the views of my Board on the plans
and estimates of the two surveys and
also contains proposals for providing
the requisite capital for constructing
the extensions.

Probably the Government
of India has since received copies
of

of this letter from the Secretary of State.

I also send you a copy of a letter I received yesterday from my Board having reference to these extensions.

I have the honor to be

Sir,

Your most obed^t. servant

Wm. S. M. V. S.

Agent & Manager

Enc/4

W. S. M. V. S.



Extract from a letter N^o 930 dated 17th January 1896 to the Agent and Manager.

On the 27th Ultimo I forwarded for your information print of letter N^o 7913 dated 20th December 1895 addressed by the Board to the Secretary of State for India with reference to the proposed extensions of the Madras Railway system from Calicut to Cannanore and from Chozamur to Eschin.

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The Board desire to impress the Government in India with their very strong conviction

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated :

188

Recd.

No.

conviction that the best interests of the state are secured by allowing the owners of trunk lines to construct extensions to their system, as part of the parent undertaking, by means of the issue of guaranteed Debentures either in Silver or in Sterling.

This principle has been accepted in the case of the East Indian Railway Company who have been empowered by a recent Act of Parliament to raise Capital for the general purposes of their undertaking including branches or extensions which have been sanctioned by the Government, by the issue of Debentures under the guarantee of the Secretary of State.

This power is already possessed by the Madras Railway Company under their Parliamentary Act of June 1854, and there still remains a balance of available borrowing powers amounting to £2,619,210.

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when

843 Jan 14
898 " 7
899 " 13
911 " 14

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The views of the Board in respect of the probable results of the working of the Calicut-Channarayana extension are given in paras 4 to 6 of their letter to the Under Secretary of State dated 19th March 1894.

Printed at page 9
 250365 R
 23/5/95

The question of the provision of funds for this undertaking was discussed in paras 7 to 10 of the same letter. You are in a better position than the Board to judge how far it is practicable to place Silver Debentures in the Madras Presidency and what rate of interest it will be prudent to offer, but the Board have reason to think that a considerable amount might be obtained in this form.

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1 True copy 1

Wm S M V S

Agent & Manager.

The Consulting Engineer for Railways
Madras.

Encls: 1 G. E. R. & N. 592 of 96

Amis No. 98 d/5-2-96

No. 155
P.W.

very urgent

Malabar Collector's Office
Calicut. 28th January 1896.

From,

A. F. Pinhey Esq. Esq.
Sub Collector
in charge.

To,

The Secretary to the
Commissioners of Land Revenue
Madras.

Sir,

Adverting to Board's Reference dated 7-1-96 on Government Number 29 of 1896, I have the honor to submit herewith a copy of the statement showing the approximate value per acre of the different classes of land required in connection with the extension of the Railway line from Calicut to Cannanore furnished by me to the Agent and Manager of the Madras Railway.

2. On receipt of the Board's Reference quoted above, I ordered the Tahsildars to verify carefully the figures originally furnished by them, and also asked the District Munsiffs through whose jurisdiction the proposed line would run, and the District Registrars of Calicut and Tellicherry.

To

to let me know whether in their opinion the valuation made by the Tahsildars was a fair one. The Tahsildar of Kurumbanad reports that on further enquiry he finds that the rates originally quoted by him for garden lands and lands which may be converted into gardens will probably have to be raised. The revised figures reported by him are given below:—

Garden lands.

1st Class ————— Rs 800 per acre.
 2nd Class ————— 600 — " —
 3rd Class ————— 450 — " —

Waste lands.

1st Class ————— 100 — "
 2nd Class ————— 80 — "
 3rd Class ————— 60 — "

With this exception the original estimates may, I find, be accepted.

3. The figures for the Shoranore-Cochin line, which will run almost entirely through the Native States of Cochin and Travancore were not furnished by me.

I have the honor to be,
 Sir,
 your most obedient servant.

Asiriy
 Sub Collector
 in charge

Asiriy
 28/1

Statement showing the approximate value of the different classes of land required in connection with the proposed Railway line from Calicut to Cannanore.

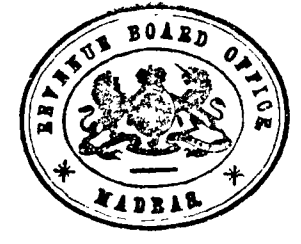
Taluk	Amsam	approximate rate per acre of		
		wet land	dry land	Paramba
		Rs	Rs	Rs.
Chirakkal	Elayavur	1000	"	100
	Karar limits	900	150	200.
	Edakkad	650	120	1400.
	Muzhappilangai	700	"	1300.
Kottayam -	"	800	75	600.
Kurumbanad	1 st Class	600	40	500.
	2 nd do -	400	30	400.
	3 rd do -	200	20	300.
Calicut.	Kuzhassom	-	-	1750.
	Kasba	-	-	1750
	Kacheri	500	"	1500.
	Edakkad	450	"	1210
	Elathur	450	"	1210

Calicut - }
 28-1-96 }

24.
 28/1

Asiriy
 Sub Collector
 in charge

SERIAL
No. 57
3,000
27-11-95



1000 carried

Proceedings of the Board of Revenue

(Land Revenue),

Dated 31st January 1896

No. 571 Mis.
Routine.

(1)

Read Endorsement of the Secretary to Government,
Revenue Department, dated 2nd January
1896 ^{in No. 1.} and following reference thereon
dated 7 January 1896.

Referred to the Collector of Malabar
for very early report.

Read also letter from the Collector of Malabar,
dated 28 January 1896.

Resolution

Submitted to Government with
reference to its Endorsement in No 1 dated
2nd January 1896.
/Encopy & to be kept

To the Secretary to Govt
P.W. Recd. kept with
the Endorsement in original
with letter & statement
thereon.

Adswanikannu
for Secretary.

26

2
88 421/96

1353
1354/96

1896
REVENUE DEPARTMENT.
Enclosure No.
Current No.

Revenue 1896-Dep't
Board of Revenue
(Land Revenue),
MADRAS.

Current Number 377.

To The Secretary to Govt
Revenue Dep't.

L. O. Misc. No. 526, dy 7th Feb. 1896.

Transferred to
Ry Branch,
the Pub. Works Dep't, with
reference to its Procep. No.
4181 Mis dy 30 December '95

Recd 3 Feb 96
Proceedings, dated 31-1-96
No. 571
Mis
Routine.

Subject.
Submitting to Government
a report regarding the
approximate value per acre
of the different classes
of land required in connection
with the Calicut-Cannanore
Railway extension

RS
6-2-96

P. T. D

AK-62

All communications
should be addressed
to the Secretary.

No. 201 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

SERIAL
No. 56

Calcutta, the 14th February 1896.

The following, with copy of letter replied to, is
forwarded to the Joint Secretary to the Government of
Madras (Railway Branch), Public Works Department, for informa-
tion and favour of further needful action, in continuation
of Government of India letter No. 1551 R.C. dated 13th
December 1895.

By Order,

E. A. Anderson
Offg. Under Secretary.

Copy of a letter No. 200 R.C. dated 14th February 1896 from
the Secretary to the Government of India, Public Works
Department, to R. Tatham, Esquire, Honorary Secretary, Malabar
Chamber of Commerce Tellicherry.

I am directed to acknowledge the receipt of your
letter dated 22nd January 1896, submitting a representation
on behalf of the Malabar Chamber of Commerce urging the
early commencement of work on the proposed railway from
Calicut to Cannanore.

2. Your letter has doubtless been sent direct to the
Government of India, instead of in the usual way through

the

the Local Government, with a view to save time. As, however, references are generally necessary in these matters to the Local Government, it is really a saving of time to submit such memorials in accordance with the usual procedure; that is, through the Local Government concerned. But there is no objection to a duplicate copy being at the same time forwarded direct to the Government of India if the memorialist so desires.

3. A copy of your letter will now be sent, in order to prevent further delay, to the Government of Madras, ^{who} ~~which~~ will be asked to inform you of the present position of affairs in regard to the Calicut-Cannanore railway project.

Recd: 21.2.86

*Am
7/12/86*

Copy of a letter dated 22nd January 1896 from Ralph Tatham, Esquire, Honorary Secretary, Malabar Chamber of Commerce, Tellicherry, to the Secretary to the Government of India, Public Works Department

I have the honour to address you on behalf of the Malabar Chamber of Commerce in regard to the proposed extension of the Railway northward from Calicut to Tellicherry and Cannanore the plans and estimates in connection with which the Chamber understands will shortly go forward from the Madras Government to the Government of India, if they are not already in the hands of the latter.

2. For years past this Chamber has been urging upon the Madras Government the necessity for placing North Malabar in direct Railway communication with the rest of India for the chamber has little hesitation in saying that they doubt if there is a District throughout India or a Port of equal importance to that of Tellicherry, which is so badly served in the matter of communications with the rest of the country. For over 12 years now the roads on our principal lines of communications have been bridgeless and in reply to representations the Chamber has made to the Government of Madras on the subject of rebuilding the bridges which were destroyed in 1882 it has latterly been informed that in view of the proposed extension of the Railway Government considered it advisable to take no further steps until the Railway was commenced when bridges could be erected to serve the double purpose of Railway and Road traffic. A reference to the customs statistics of India will show that the port of Tellicherry holds the fourth or fifth place in importance in the Madras Presidency and it enjoys advantages which other ports on the West coast of the Presidency do not possess, in so much that steamers can communicate with it throughout the year even during

AR

during the South West monsoon which cannot be said of any other port on this Coast with the exception of Narrakal. The port is the Head quarters of some of the influential firms on the Coast whilst others have branches here. The Chamber would therefore most respectfully urge upon the Government of India that the time has arrived when the commercial interests and trade of this Port, demand that it should be placed in Railway communication with the rest of India, and it prays that His Excellency the Viceroy in Council may obtain the sanction of the Honourable The Secretary of State for India for the commencement of the Railway extension in question at an early date.

3. The Chamber has recently learnt that the Government officers resident on the Western Coast are of opinion that the line should not end at Cannanore but be carried on to Balliapatam a town on the Banks of a river some 6 miles further North east an opinion which the Chamber fully concurs in as good water communication exists between Balliapatam and the important district of South Canara.

4. In conclusion I am further directed to state that in the opinion of the Chamber the work of construction and maintenance should be placed in the hands of the Madras Railway Company whose system now terminates at Calicut and who have the necessary staff and facilities for completing the extension with the least possible delay.

R. Form No. 12.

No. 145.22

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta.

Madras, the 2/8 February 1896.

SIR,

In reply to your letter No. -

1551 R.C. dated 13th December 1895, I am directed to refer you to the papers noted in the margin which give the full views of the Board of the Madras Railway Company as desired in para 3 of your letter.

2. As regards para 4 I am to say that the Secretary to the Madras Government Revenue Department reports that after most careful inquiry the valuation of the land originally given by the Local Officials was a fair one, except in one district where the value is somewhat under estimated.

3. Under the explanations now given I am directed to urge that the approval of the Government of India may be given if the prospects of the Calicut-Cannanore branch are considered sufficiently

- W*
18/2/96
18/2/96
- x
1. Extract from Agents letter No. 2227 dated 28th November /95 to Board of Directors.
 2. Letter No. 7913 dated 20th December /95 from the Board to the Secretary of State.
 3. Extract from letter No. 930 dated 17th January /96 from the Board to the Agent & Manager.

ly good and that it may be communicated
to the Board of Directors through the
Secretary of State. It is assumed that
the financial details will be settled -
in England directly between the Secre-
tary of State and the Board of Directors.

FMU R.
 $\frac{13}{2}$

Bf- N^o 145 A. dated 21.2.96
Fair despatch in office
on 21.2.96.

Documents accompanying:-

Letters noted in the margin.

2/10/96

His Excellency the Governor
Sir W. Bliss
Sir W. Gore.

2 letters to the Govt
of India in ref. to
their 1551 & 1552 of
13 Dec. are submitted
now that the required
information about the
cost of land has been
obtained from the
Revenue Dept. The
letters are drafted in
accordance with the
instructions of H.E. in
Council dated 19 Dec.

FMU $\frac{15}{296}$

will
FMU $\frac{20}{296}$

Special

B/- No. 145-146 dated 21.2.96

Cost of land for the
Shoranur-Cochin
and Calicut-Cannanore
Rys

Cir 15/2/96
Shoranur

B. Form No. 12.

SERIAL

No. 59

No. 4808

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Siula

Coty. the 30th May 1896.

SIR,

With ref. to the correspondence
noted in the margin, I am

directed to enquire
how the matter
stands - is there
the Govt. of India
there of the

- ~~Q. No. 77~~
- Q. Govt. of Madras No 775 R of 18.12.95
 - T. Govt. of India No 1532 RE of 13.12.95
 - S. Govt. of Madras No 145 R of 21.2.96

Project for the Calicut-Cannanore
Extension: and has commenced
its estimate to the Secy of
Steel, and what are its views
on the method of the project
for raising funds for the same,
whether the Govt. can do
anything to forward the
matter?

Answered
(2. I am directed to
say the Hon. Secy. in Council

(5) I am desirous to add
that the Hon. Council earnestly
hopes that no efforts may be spared
to expedite the construction of this
project, and he requests the Hon.
Members of the Govt. of India ~~to~~ on
the above subject may be communicated
to him as early as possible. It is
highly desirable that the Madras Railway Company sh^d
be in a position to begin work during the by September
month, when the favorable season will have set in.

by September
leave such as,
by November 1st
to this & the other
Notes on the
The external
in fine on my
Notes on the
The drug
substance
June 1900

30, 1966

Documents accompanying: -
- Nil -

My dear Rodson
 I was delighted
 to get your letter of
 2. Inst. & to learn that
 H. E. The Governor is
 anxious to urge the
 early construction of
 the extensions of which
 we submitted plans
 & estimates in Oct. 1895.
 The matter is now
 lying in the hands

~~It is not~~
In the case of the M. Ry. Comm.
power for (a) exists already under
the existing Act; and the alternative
(b) is not ~~considered~~ ~~from~~ by
H.C. in Council. It is apparent to

of the Secy. of State to
our Board - Messrs
intermediate Directors at
Calcutta on the 4th
March last - in order
to wish matters, but
could learn nothing
from him beyond that
the Board of Directors
would clear from the
Secy. of State in due
course.

The Litch appears
to me thus. The Govt.
at home will wish to

communicate to our Board
what terms they will
accept to enable the
Board to construct
these extensions & all
others. The Board have
failed so far to elicit
any reply from the
Secy. of State in regard
to the proposals regarding
them. Vide para 6
enclosed letter from
Board to Secy. of State.

There is every reason
to believe that the Calcutta
Cannalore & Shoranur
- Cochin extensions will

Documents accompanying:-
Nil-

For the
signature
J. C. C.

30/7/86

~~In answer to~~
In the case of the M. Ry. Comm.
power for (a) exists already under
the existing Act; and the alternative

May be abandoned - &
it is a great pity to
see another working
season about to be
thrown away.

I would suggest a
telegram from the Queen
Govt. to the Secy of State.
Pressing for early decision.
I have shown you that
nothing more can be
done with the Govt. of
India - & as to my Board,
I urge the subject on
their Chairman's attention
by every mail.

Yours sincerely
H. C. Wood

By Hon. Member to
the Secy of State
The above is given in my Note on the
subject
J. C. Wood

Documents accompanying:-
Nil-

30/1/06

Bf No 480. Dated 20/5/96

Written under instruction
from H.E. C
25/5/96

GOVERNMENT OF MADRAS.

Public Works Department,
RAILWAY BRANCH,
Oo'acamund.

25/5/96 189

1896

152

My dear Mr. Herbert
I see you are put in a special
duty, & in connection with the Railway
Programme, & you can perhaps assist in
the former matter.

The Governor, here is most anxious to
to push railway extensions in Madras, and out at
the good value, for it is much required for sanction
the development of the province. and several extensions,
of the project have been proposed of late. By you
I suspect there is most desirability of starting - be done

as Calicut - Cannanur
Shoranur - Cochin
Tinnevely - Quilley.
Madras - Pondicherry

the plans
to be pro-

sent by his order this office No 480, 481

for back his
get done

now has not been accorded.
No nothing more in the way
if official representation can be HE.

Board of the M. Ry. Co.
No 7913 of 20.12.95 & the Under
Secy of State (copy attached to the
Govt No 145 R of 21.2.96) approved
a wish to construct this extension
by the same agency, and the
points out the long distance

482 R of 30th May & N 589 of ~~1896~~

11th June 1896 men million
L. Gov. of India
~~Supporting~~ urging them to
commitment. It has also
been to the Secretary.

The letter in all these respects
seems to be the same Gov. of India
or Secy of State cannot decide and
they should be postponed. But there
is no doubt that the existing ~~1896~~ 1896
is an most anxious to continue
them and if possible to come on to
agreed upon. It is most likely that
they should do so within the outstretched

Can you tell me how the
matter stands & what progress there
is of an early decision

C

15/6

Private

This is for letter of
for 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
13/8/96

Madras
24th June 1896

2 enclosures

My dear Rodson

I have received this
mail our Chairman expresses
very great disappointment at
the delay in obtaining sanction
for our West Coast Extension,
and urges me to refer to you
and ascertain what can be done
to expedite matters.

2. As you are aware, the plans
& estimates for these two pro-
jects were submitted so far back as
as in October last, and yet sanc-
tion has not been accorded.
No nothing more in the way
of official representation can be

Board of the M. Ry. in
No 7913 of 20.12.95 & the Under
Secy of State (copy attached to the
Govt No 145 R of 21.12.96) express
a wish to construct this scheme
by their own agency, and they
points out that this line has
been long pending

Received
24 June 1896

24 June 1896

will be necessary to have a full review of the Board's work in the past year. It is suggested that the Board should be asked to prepare a report on the progress of their work during the year 1895-96. This report should be submitted to the Government and should contain a full account of the work done by the Board during the year, and should also contain a statement of the Board's views on the subject of the Indian Civil Service. It is suggested that the Board should be asked to prepare this report by the end of the year 1896.

enclosure 2

done by the Board at home, on their Agent at the Adras, I am writing to you unofficially and shall esteem it a favor if you will kindly give me your assistance, and, if necessary, interview His Excellency the Governor on the subject.

3. The Chairman is of opinion that the Govt. of India are alone responsible for the delay, as Colonel Bisset, whom Mr. Elms interviewed in Calcutta, led the Board to expect that they would hear very shortly from the India office what the views of the Govt. of India were; but the Board have heard nothing up to date.

4. I enclose (for easy reference) copies of the Board's letter No. 930 of 17-1-96 to me, and their letter No. 7913 of 20-12-95 to H.E.

Board of the M.R. in the
No 7913 of 20-12-95 to the Under
Secy of State (Army attached to the
Govt. No 145 R of 21-2-96) approved
a wish to continue this scheme
by the same agency, and the
points are the same as the
points are the same as the

the Secy. of State, with reference
to which Mr. Noble Taylor writes
as follows:-

"These place the matter in a
clear light, and the Board can
do or say nothing more until they
hear the views of the Supreme Govt.
and you will notice that our
proposals and wishes will receive
consideration in the Indian office
when the views of the Govt. of India
arrive. These extensions, if suc-
ceeded in part and feared of the
Madras Railway, will bring con-
siderable benefit both to the Com-
pany and to the Govt. We are
partners now, and the Govt. be-
comes owner in 1907; it is for the
advantage of both to make these
extensions in the most economi-
cal manner."

"The Madras Railway has to

Board of the M.R. in its
No 7913 of 20.12.95 & the Under
Secy of State (copy attached to the
Govt No 145-R of 21.2.96) express
a wish to purchase this section
by the same agency, and the
points on the line are

no more as much as the Govt. would
like to have it as much as the
Board of the M.R. in its
No 7913 of 20.12.95 & the Under
Secy of State (copy attached to the
Govt No 145-R of 21.2.96) express
a wish to purchase this section
by the same agency, and the
points on the line are

power to raise Capital without
a guarantee, either under a
new Contract or by special Act
of Parliament; and this seems
quite unnecessary as long as we
have a large balance of available
borrowing powers with a Govt.
guarantee. By using these powers
with the sanction of the day of
State, the matter is quite simple.
Under these available powers
we could borrow about 2½ millions
sterling; the cost to the State is
easily calculated; 2½ per cent say
on a million of Capital is £25,000
a year, but the million would not
be reached for 2 or 3 years. There
can be little doubt that the divi-
dend on the Capital spent on the
Canal Extension would be 7 or 8
per cent, and the expenditure dur-
ing construction would be very slowly
recouped.

dec-2
 For Mr 145 R of 21-22-96) on oc
 a wish to construct his column
 by ~~then~~ ^{it} own agency, and ~~the~~
 points out the ~~long~~ ^{this line "lies} ~~with~~

Private

GOVERNMENT OF MADRAS.
Public Works Department,

No. 488 R

SERIAL
No. 127

5

5. Mr. Noble Taylor adds that our credit is amply that of the Govt. guarantee; without it the public could leave nothing to say to us. The existing directors of Madras Railway Stock, a very large proportion of whom are Trustees, would not dream of subscribing money for addition to the Railway independent of Govt. assistance; and these additions, if provided by separate Capital, would not be part & parcel of the Madras Railway.

6. The Board at home, and myself here, are much anxious that another working season should not be lost, and the Chairman earnestly hopes that the Govt. of Madras may be induced to press for an early decision from either the Govt. of India, or the Secy. of State - or both.

Govt. No. 145 R of 1875
a wish to postpone this scheme by some agency, and the points are the same as in the last year.

Prasanna

6

Yarn of 24th weight

This Govt. is doing all it

Denticulous made by

by ~~then~~ it are agreed, and
points out the ~~the~~ ~~long~~

can 2. expedite matters. His
 Excellency is most anxious that
 work should be kept going during the
 coming winter season. and by
 his orders I sent several
 very strongly worded letters to
 the Govt of India on the 1st
 kindred subject at the end
 of last month. Of course it
 is too soon to expect replies for
 some time to come. But you
 may be sure that the Govt will
 do all it can to hasten a

decision of the Council. If
 only we could find out
 what the views of the Govt of
 India are, it would be of
 some service.

Yours truly

C. R. Braden

and many other things which may be
 considered for the benefit of the
 Government.
 Yours truly
W. H. Murray

Madras
 30th June 1896

My dear Hodgson

Please accept
 my best thanks for
 your kind and
 prompt reply to my
 letter in regard to
 the West Coast Exten-
 sions - as well as
 for the strong repre-
 sentations made by

by the same agency, and
 points out the long



GOVERNMENT HOUSE,

2 July 1896.

My dear Hodson,

I return West's letter
and its enclosures. His
Excellency has read them.

Yours sincerely
H. Altham

the Madras Govt &
the Govt of India.

Our Chairman will
be much comforted
when I communicate
this news to him.

Yours sincerely

Henry West

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla

Copy, the 30th May 1896.

Sir,

~~Referring to the~~
In cont. of the Govt.
No 146 R. of 21.2.96, I am
desire to enquire how the
status of the project for the
Chorapur. Section
was stand. and whether the
Govt. is now doing anything to
forward its being undertaken
at an early date? the foregoing

(2) I am to say that the
in Council decision to the
Board of the M. Ry. in its
No 7913 of 20.12.95 & the Under
Secy of State (copy attached to the
Govt. No 145 R of 21.2.96) approved
a wish to construct this section
by the same agency, and the
points out the ~~long~~ ^{line} ~~post~~

(3. This Govt. in its small
on Oct-2nd ^{ascertain the views of} ~~address~~ ^{then} ~~State~~ ^{Water}
~~State~~ ^{in the subject}, however,
in the subsequent parallel case of
the Tinnelly-Quillen Project, the
Thamesian Durbar declined to have
express any definite opinion until
they were informed of the precise
arrangements contemplated by Govt.
for procuring the portion of ^{that} line which
lies in British territory. (See Appo
No 856 R of 13.12.23-)

Document accompanying
No. 5.96
1894

12. 9/6 1966

(sd) Julian Byrne
Secretary.

E.R. Borrowing powers of the Madras Ry Co

- 1) Under existing Acts of Parliament & Contracts with the Secretary of State the Madras Ry Co is authorised to raise by debentures a sum of £3,419,210, that is a sum equal to one-third of the Share Capital.
- 2) Against this sum debentures to the extent of £800,000 have already been issued with the sanction of the Secretary of State, leaving £2,619,210 as the balance of the Co's available borrowing powers.
- 3) This does not mean that the Company can without any further reference to Govt go into the market & borrow £2,619,210 for the purposes of the Madras Ry, but it means that without obtaining further powers from Parliament to increase their Capital, and without entering into new Contracts, they can, with the sanction of the Secretary of State, issue further debentures to that extent.
- 4) Each issue of debentures against these available borrowing powers would have to be authorised by the Secretary of State, who would sanction the amount to be raised, the rate of interest payable, the period within which redeemable and any other special terms or conditions affecting the issue.
- 5) Having authorised the issue of further debentures to provide for Capital outlay of the Madras Ry, the Secretary of State would under the Contracts become directly liable for the payment of interest thereon, that is he would have to provide funds for the half yearly payments of interest, while the Govt of India would have to depend upon the Net Savings of the Madras Ry in India to cover the amount, any sum by which the half yearly net savings fell short of the interest would be a loss which would fall wholly on Govt.

2) Not only this, but the debentures having been issued under the old contracts, the provisions in those contracts with regard to Exchange, diversion of Surplus Profits &c which have proved so disadvantageous & onerous in the past, and which have practically thrown all risks & losses on Govt. while permitting the Co. to divide altogether fictitious profits, would apply equally to these loans as to the rest of the Company's Capital.

7) This increase of the direct liability of the Secretary of State for loans, combined with the unpalatable conditions as to Exchange, Surplus Profits &c, will almost certainly induce the Govt. of India to withhold their consent to new branches & extensions being treated as integral parts of the Madras Ry. and to funds for their construction being raised on the Secretary of State's guarantee under the terms & conditions of the old contracts.

W. Waller

C. P. 19/6

SERIAL

No. 61

Government of Madras

P. W. D. Ry. Bd.

June 15, 1896.

Dear Mr. Stewart.

As I understand the matter the Madras Ry. Co. have power under their contract to raise debentures for the construction of branches with the sanction of the Secy of State the interest on such debentures being guaranteed by him, and they have a balance of $2\frac{1}{2}$ million still available under their borrowing powers. Under this arrangement the Secy of State is liable for the deficit should the line not pay the interest on the debentures raised.

This is I expect where the hitch is. The Secy of State is unwilling to incur any liability and probably says in effect to the Board if you are so sanguine that the line will pay 6% or more why insist on a guarantee. The East Indian Ry. have powers to enter into contracts with subsidiary companies guaranteeing the interests out of the profits of the joint undertaking, but the Madras Ry. have no such powers and an Act of Parliament would be required. Possibly this alteration is also under discussion.

I am sending your note to Major Walker
ours

our Gamblers of Accounts. Guaranteed Rys.
who is an expert in the matter of contacts
who will correct me if I am wrong.

By J. H. Fowler



GOVERNMENT HOUSE,

SERIAL

60

15th June 1896.

Dear Mr. Fowler,

For the purpose of constructing the proposed Calicut-Cannanore and Shoranur-Cochin lines the Madras Ry. Coy. propose to raise money on debentures, partly in India at 4% and partly in England at 3%, under their existing powers. His Excellency

wishes to know what these
existing powers are, and
whether any liability would
be imposed on the Govt.
in respect of such debenture.

Yours sincerely
H. A. Althaus.

Dear Walter

Please see private
Sec's DO and by ref
Can you give him any
further information
or correct him if
wrong

Yours truly

J. H. Fowler

15
10/6/06

Dear Fowler,

The information which you
have supplied in regard to the borrowing
powers of the Madras Ry. Co. is quite correct.
I put up a note which may throw a
little more light on the subject.

Yours sincerely,

W. A. Waller

Madras
19/6/96

West Coast Ry Extension

SERIAL
No. 62

To
H. E. The Governor

1. See
2. How alterations will certainly with
the other paper.

J. S. H.

27.9.96

Enclosed 2

Hon. Mr. B. S. S.

Hon. Mr. G. S. S.

4/7/96

7/7/96

In continuation of Mr. Fowler
Note of 16.6.96. I send
herewith a further Note by
Major Waller for the benefit
of Mr. S. S. S. The former
of Mr. S. S. S.

(1) It is also to be noted that
before slipping U, V, Y & Z
are also attached

(2) It will be observed that
Major Waller considers the
the application of the information
terms of the old contract, in
division of
regards Exchange, & Surplus Profits
it will certainly increase Govt.
it will be in course of the
Extension may consider in interest
parts of the M.R.

(3) The information condition
on profits

(a) that all transactions are
carried out at 1/10 for R.

(b) that the Co. are entitled to half
the surplus profits in any
half year

(c) Consequently the interest on the
share & debenture held in
sterling is converted into
rupees at 1/10 and added
if the net profit in any
half year exceeds this
fictional amount, the balance

claim half the loss, even though the other half will go to Gov. is not sufficient to cover the actual loss by exchange on the guaranteed interest

(2) on the other hand, if the half kept in the half year are not sufficient to cover the fluctuation amount, Gov. has to make up the difference as well as bear the loss by exchange

(3) profits in one half year cannot be set off against loss in the other half year, and so Gov.

loses to the Co. some any way. (2) when Gov. takes over the M.R. it will have to pay the average market value of the shares during the period then runs.

(4) No wonder therefore the Gov. hesitate to incur present liabilities on the same "heads" I wish to state you have concluded.

(5) Also it seems to me that if the West Coast Extension will really pay as much as 6%, while the debenture can be raised at 2 3/4%, the profits will be sufficient to pay both at 2 3/4% and 5% for the first 2 years of the term.

~~It is a surplus~~

to pay both 2 3/4% and 5% for the first 2 years of the term, and after that a small profit to Gov. Most of the surplus profits earned by the

new line. The Co. will take the lion share and in cash, and the fact of the new getting more than the guaranteed interest will raise the ^{market} price of the ^{old} shares, so that when Gov. takes over the line at the end of 1907, it will have to pay a higher price than it would otherwise do.

(6) It therefore seems to me that it is not only to the interest of Gov. to keep the half year of the M.R. ^{under} the amount necessary to cover the guaranteed interest amount of 5% (by making the Co. charge as much as possible in the way of new ^{works} ^{added} to Revenue), but also it is against the interest of Gov. to allow the extension to be made on the same terms as the present, if its doing so is likely to raise the price of M.R. shares.

Even at the present rate, the position of the M.R. will be a very big business, it is over £10,000,000 at present - 175 at present.

* Note: The Capital of the M.R. on 31.12.95 was

Share	£ 8757,670	at 5%
	999,960	at 4%
	500,000	at 4 1/2%
	<u>£ 10,257,630</u>	

Debit	£ 724,400	at 3 1/2%
	675,600	at 3%
	<u>£ 1,400,000</u>	

Net Capital	£ 11,857,630	also raised
Balance	£ 2,619,210	at 2 1/2% and

the price of M.R. 5% shares at present is 174 1/2 pence, and the other stock at present is 27 pence 3/4

(7) of course this is a very narrow way of looking at the matter, and the general interests of the country at large may cause a broader view to be taken. But it is sufficient to show cause for

the intention of Govt.

(8. The M.Ry. bond of the nation
is given in a demerit of the
just bond from M. West. And
I have said for this exchange
personal through the Point Sea?
In it he points out that the
M.Ry Co. has no credit of its
own, except that it derives from
its Govt. guarantee, and that it
could not raise money for its
operations unless Govt. guarantee
interest, as the existing legislation
could not permit them to pay
interest on mortgage to guarantee
future investments. They would
probably ~~lose~~ gain by permitting
it. The Board of Trust funds can
hardly be expected to take the view.

(9. Still if Govt. will only
make an offer of some kind to
the M.Ry. Board, something would
probably come of it.

C. R. M.

26/6/66

Extract from the Board's letter
 Madras Railway No. 939 of 3rd July/96.

Letter to Secretary
 of State re. proposed
 line from Calicut
 to Cannanore.

Borrowing powers of the
 Madras Railway Company
 for the purpose of con-
 structing West Coast
 Railway Extensions

9. By the mail of the 26th ultimo.
 I forwarded for your information three
 copies of a letter, dated 22nd June 1896,
 addressed to the Secretary of State
 for India on the subject of the
 proposed line from Calicut to Cannanore.
 The Board are not aware whether any
 action has been taken by the Madras
 Government with respect to this
 extension. An expression of the
 views of that Government, if favourable
 to the scheme, would strengthen our
 position very greatly.

TELEGRAM

URGENT

ORDINARY

DEFERRED

FROM

To

R.

Works
Simla

13. M. Please reply
my letters 480, 481 and
482 R Acceptance (30th
May last) and 509 R
Animalecule (11th ult.),
regarding railway ex-
tensions in this Presi-
dency.

C

10th Apr 1906

77

Desd 8/12/06

SERIAL
No. 65

No. 961 R.C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

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

Simla, the 3rd July 1896.

Sir,

With reference to your letters marginally quoted, I
No. 480 R., dated 30th May 1896; am directed to inform you
No. 481 R., dated 30th May 1896; that the Calicut-Cannanore
and Shoranur-Cochin railway projects are under considera-
tion, and that the Government of India hope to address the
Government of Madras shortly with an expression of their
views in regard to all the points raised in connection with
these schemes.

I have the honour to be,

Sir,

Your most obedient servant.

J. A. Anderson
Offg. Under-Secretary.

Documents accompanying:-

Nil.

All communications
should be addressed to
the Secretary.

P. W. CURRENT No. 6126

Dec: 8. 7. 96

To
H.E. the Governor

see
H.S.H

SERIAL
No. 66

Madr. Ry. Extension

Gov. of Madras M 961 RC of 2.7.96
is sent for the perusal of
H.E. the Governor. It contains
a reminder of Telegram. This
I despatched on 8. in accordance
with H.E.'s wish

C.M.

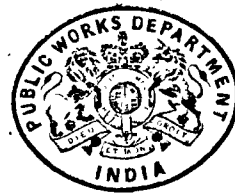
10/7/96

25218

Madras Railway Extensions

142.
- 11.7.96 R13/6

Code Class.		INDIAN TELEGRAPH		No. 6	
To	Ootacamund	From	Simla		
Office		(Office)			
Words.	21/9	Day.	11	Hour.	11
				Minute.	"
				Official Instructions.	clfd.
To	Madras. Works Ry.	From	Works		
(Person)		(Person)			
1015 R. C. Apple 12. 1/4 an ounce. see 131 Apple 961 R. C. an ounce regarding 151 callinus and 161 praxite reply about 171 stimulus will follow shortly. (1) your telegram numbers relate as follows (2) 8th instant. (3) my letter numbered relate as follows (4) 3rd instant (5) Calicut - Cameroun Railway (6) 1/2 an ounce - 1/2 an ounce (7) 1/2 an ounce - 1/2 an ounce					
At H. S. Mts. by OOTACAMUND 12 7-96 Telegraph Master.					



20th July 1896

162

My dear Sir,

Excuse the delay in

replying to yours of 25th ultimo

but the subject is one on which

H.E. the Governor has recently

written to H.E. the Viceroy

& I could not deal with it

without consulting them.

I am to say that the

Subject of Railway Communications
generally is under consideration
at the present moment and as

soon as it is decided what lines
are to be included in the total
programme for all India a
further communication will be
made to the Madras Govt.

At the present stage it would be
unfavourable for any one to say anything
definite in the matter. Replying that
cannot say more than this, ~~obviously~~

I am yours sincerely

F. D. Herbert

Extract from Board's letter to H. M.

No. 940 dated 27th July 1896.

Re extension from
Calicut to Cannanore.

8. In continuation of para 9 of No. 939, I am directed to inform you that the Board have received a communication from the India Office, stating, in reply to their letter of the 22nd June 1896, that the Secretary of State has recently requested the Government of India to furnish him with an early statement of their views regarding the construction of the proposed railway from Calicut to Cannanore, and that on receipt of a reply from that Government, he will give full consideration to the representations made by the Board on this subject.

(No. L)
No. 5490 W 4
659

MADRAS RAILWAY.

SERIAL
No. 69

AGENT AND MANAGERS' OFFICE,

Madras, 30th July 1886

From

The Agent and Manager.
C.R.B.

To

The offg Consulting Engineer for Railways.

SIR,

ER 3/8
MM 31/7 98 at 1886

I have the honour to inform you that in a letter from the Secretary No 939 of the 3rd instant it is stated in reference to the proposed line from Calicut to Cannanore, that the Board are not aware whether any action has been taken by the Madras Government with respect to this extension, and further that an expression of the views of that Government, if favorable to the scheme, would strengthen the Madras Railway Company's position very greatly. With reference to these remarks I shall be much obliged if you will advise

advise me for the information of the Board, of the views the Madras Government hold with regard to the proposed extension.

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

Henry Cress.
Ag Agent & Manager

3283
21/7/16

No. 70

Madras Railway Extension

The attached letter No. 5246
659
from Agent M.R. dated 20.7.96
is submitted for order as to what
reply should be given

The views of the Govt. of Madras
as hitherto expressed ~~are~~ ^{were} that
it is now desirable that their
relations should be made by the
M.R. as an integral part of their
undertaking, than that they should
be made by subsidiary or independent
Companies.

For the reason given by Major
Walker & referred to in my Note
of 26.6.96, I think there is little
chance of the Govt. of India adopting
this view, and personally I think
it would be well to consider it
in my future communications to Govt.
of India. But for the present the
question is what views, if any, are
to be communicated to the Agent in
reply to this letter

C

17/8/96

To
H.E. the Governor
for order.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

I think Mr. Upcott should be asked to
advise upon this, as soon as possible.

A.S.H.
20.8.96

8396

His Excellency
the Governor.

27.8.96

with reference to the
cellarage estimate of 20.96
I understand the letter from
the Genl. Manager Ry. to be
an attempt to draw from
the Madras port. an expres-
sion of its views on the
financial question which
would be most undesirable.

after reading the notes put
up by the Examiner as to
the effect of any great pro-
prietor of the Madras Ry. when
the port. of India buys it up
in 1901 - altho' just now
its earnings are stationary -
I believe the best financial
solution to be that there
lines should be built en-
tirely by the State or by a
Local Board and handed
to the Madras Ry. to work.

I put up a draft for
approval in which there is
nothing that can be used
to embarrass the situation.

F.K.L.
25.8.96

H.E.
27.8.96 R 28/8/96

Agent Madras No. 72

No 2783

With reference to your
7-9-96 letter 654 of 30 July 1896

I have the honor to inform
you that it does not
appear that any further
expression of the views of
this Govt. can affect the
position of affairs.

ASHT
27.8.96

1. Your Board must be
aware of the current
port given to the proposed
Ganesh lines under reference
& both the Govt. of India &
the India Office are in
possession of these views.
3. It is understood that
the Govt. of India hope
shortly to be able to
announce a policy
with regard to their prop.

FRM 25
7/96

Despatched on 7/9/96