

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. $\frac{529}{A} - 530R$

DATED 5th August 1897.

[Despatch Abstract.]

Madura - Pudukottai Railway.

Letter to the Gov^t of India forwarding, with the views of the Gov^t of Madras, copy of a letter from the Agent, South Indian Railway, submitting certain proposals for the construction and working of the ——— and other railways.

[illegible]

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



Spare copies

AUGUST.

Letter to the Government of India forwarding, with the views of the Government of Madras, copy of a letter from the Agent, South Indian Railway, submitting certain proposals for the construction and working of the — and other railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 11th June 1896, No. 509 R.

I am directed to invite attention to my No. 793 R. of 23rd November 1895, forwarding the plans and estimates for the Madura-Pamban project and making certain recommendations on the subject, and to enquire how the matter stands, and whether this Government can do anything to forward the same.

2. I am to add that His Excellency the Governor in Council considers that it is very desirable that this line should be undertaken at as early a date as possible, and that, as Messrs. Wallace Brothers' concession will expire on 26th July 1896, it would seem desirable to open negotiations with the South Indian Railway unless it is intended to extend the period of the concession which it is hoped is not the case.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 14th July 1896, No. 1027 R.C.

I am directed to acknowledge the receipt of your letter, No. 509 R., dated 11th June 1896, enquiring how the question of the construction of the proposed Madura-Pamban Railway stands and suggesting that, as Messrs. Wallace Brothers' concession will lapse on the 26th July 1896, it would seem desirable to open negotiations with the South Indian Railway Company.

2. In reply I am to enclose, for the information of the Government of Madras, a copy of the Government of India's despatch * to the Secretary of State which shows the present state of the project and of the negotiations for its construction, and to say that the prosecution of the whole scheme for a railway to connect India with Ceylon depends upon an agreement between the Secretary of State for India and the Secretary of State for the Colonies as to the financial support to be given to the project.

ENCLOSURE TO ABOVE LETTER.

Despatch from—The Government of India, Public Works Department.
To—The Right Hon'ble the Secretary of State for India.
Dated—Calcutta, 5th February 1896, No. 8 Railway.

With despatch No. 56, Railway, dated 29th June 1893, Lord Kimberley forwarded, for our consideration, an application from Messrs. Wallace Brothers for a concession for the construction of a railway from Tanjore or Madura, or both places, to the boundary of the Indian Empire at or near the island of Rameswaram in connection with a scheme for connecting India with Ceylon by a railway across Adam's Bridge.

2. We replied in despatch No. 57, Railway, dated 12th September 1893, that as Sir E. J. Reed's Ship-canal Syndicate held a preferential right to construct the Madura-Pamban railway, Messrs. Wallace Brothers' application could not be considered until the former withdrew or negotiations with them ended. We were then informed by correspondence accompanying Lord Kimberley's despatch, No. 58, Public Works, dated 30th November 1893, that Sir E. J. Reed's Syndicate had no wish to stand in the way of any substantial parties offering to make the railway from Madura to Colombo provided that, in the concession to the railway, due provision was made for the Ship-canal and Rail-road Syndicates acting in concert.

3. After consulting the Government of Madras, who were in favour of the proposal for connecting the railway system of India and Ceylon on certain conditions, we replied, in our despatch, No. 31, Railway, dated 5th June 1894, that we had no objection to Messrs. Wallace Brothers being given a preferential right for a period not exceeding two years, to construct the Madura-Pamban line pending a thorough investigation of the complete scheme and provided that their final proposals are satisfactory.

We learnt from your Lordship's telegram of the 18th November 1895 that a provisional concession for two years, expiring on the 26th July 1896, had been granted to Messrs. Wallace Brothers.

4. We are now in possession of the results of the survey carried out in the cold weather of 1894-95; and enclose a copy of the survey report and estimates of the cost of construction of the Madura-Pamban railway, together with a copy of the letter of the Government of Madras giving cover to the same.

The line will be 100.18 miles in length, and the cost is estimated at Rs. 41,77,460, being at the rate of Rs. 41,774 per mile, excluding provision for rolling stock.

We are advised, however, that the line, excluding rolling stock, is not likely to be constructed for less than Rs. 45,000 per mile, but, on the information available, there appears to be reason for expecting that the net traffic earnings will reach to 4½ per cent. on this enhanced cost of construction.

5. We would, therefore, ask your Lordship to continue the negotiations with Messrs. Wallace Brothers, and arrange, if possible, for an extension of the line through to Colombo as desired by the Government of Madras. We should add that we have no information available as to the cost or earnings of the Ceylon portion of the project, and that we are not prepared to accept any financial responsibility for that part of the scheme.

6. In paragraph 3 of despatch No. 58, Public Works, dated 30th November 1893, Lord Kimberley desired to be acquainted with the results of the investigation of Palk's Straits which was about to be undertaken by the Government Marine Survey officers; this has only recently been completed, and we now enclose two copies of the Chart of the new survey of Palk's Straits, together with two copies of the Hydrographic Notice by the officer in charge of the Marine Survey of India.

ENCLOSURE No. 1 TO DESPATCH No. 8 RY., DATED 5TH FEBRUARY 1896.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—23rd November 1895, No. 793 R.

In continuation of my No. 742 R. of 7th November 1895, I am directed to forward the report, plans, sections and estimate of the Madura-Pamban project with a note by the Consulting Engineer.

2. This project is submitted with the fullest support of this Government as it is clearly shown that it is an exceptionally cheap line to build and has much greater possibilities than the Mayavaram-Mutupet branch which already returns 4½ per cent. on capital expended. Should it, however, be decided to make this branch a part of the main through line to Ceylon, the town of Sivaganga could be served by a branch and the main line taken more directly between Madura and Pamban.

3. With reference to this extension, I am to say that it is the opinion of His Excellency the Governor in Council that it is highly desirable that it should be constructed by the agency of the South Indian Railway rather than by a private firm.

4. This opinion has been consistently advanced by this Government for extensions of the Madras railway, and seeing that most of the southern main lines of India are already constructed, the same policy should, it is thought, be adopted in the case of the South Indian as well as in other large companies.

5. It will be noted that letter, No. 1404 C. of 30th March 1894, from this Government, laid especial stress on the offer to Messrs. Wallace Brothers being made to cover the whole project between Madura and Colombo including the Adam's Bridge connection, as it was considered undesirable that a private company should have concessions of short branches leaving the construction of the least profitable and most expensive work to the Government.

6. This Government is anxious that this point should be again impressed on the Secretary of State, and I am to request that this letter be laid before him, and that he be requested by telegram not to grant provisional concessions for portions of the Madura-Colombo project.

7. It is not understood whether the concession to Messrs. Wallace Brothers mentioned in paragraph 3 of despatch No. 31 of 1894, to the Secretary of State, was intended to apply to the whole or part of the project; if there is any uncertainty, therefore, about this, I am to ask that the views of this Government, as expressed above, may have full consideration so that the South Indian Railway may have the opportunity of undertaking this highly desirable and profitable branch at an early date.

ENCLOSURE No. 2. TO DESPATCH No. 8 RY., DATED 5TH FEBRUARY 1896.

MADURA-PAMBAN RAILWAY SURVEY.

Note by the Consulting Engineer for Railways, dated Madras, 29th October 1895.

Location.—The orders given by the Madras Government were that the line should run from the South Indian Railway main line on the left bank of the Vaigai river generally, following the road to Sivaganga, thence to Mana Madura and Paramagudy, from whence two routes were to be examined either crossing the Vaigai at Paramagudy, or keeping to the left bank and crossing the Vaigai at Ramnad. The Pamban channel and island to Rameswaram to be examined but not surveyed in detail. Mr. Turner, Collector of Madura, to be specially consulted.

2. The previous history of the former surveys, and the reasons given for adopting the Sivaganga route, are given in the report, which, with the plans and estimate, is submitted in a very complete form.

3. The alignment from Paramagudy to Ramnad on the right bank of Vaigai has been chosen in preference to that on the left bank. Mr. Shadbolt, however, does not compare the advantages of a bridge across the Vaigai at Paramagudy with a causeway over the same river near Ramnad which has been strongly advocated by the Hon'ble Mr. Bliss and the Hon'ble Colonel Pennyquick.

4. I am strongly in favour of a bridge across at Paramagudy instead of a causeway near Ramnad, for the following reasons:—

Mr. Shadbolt points out that the Periya Kanuvayi tank has been constructed where the river originally divided into three channels; moreover, any line passing to the east of this tank crosses all the drainage nearly at right angles, and to render the line secure it should be lowered as a causeway for a distance of about 1½ miles in three places (see Index section sheet No. 3, marked in red), if not for the whole distance.

5. The cost of a metre-gauge line causeway as put in near Trichinopoly and elsewhere is about Rs. 30 per foot run, as compared with the bridge which is Rs. 160 per foot run; therefore, the causeway should not exceed five times the length of any bridge it is intended to substitute. In this the Paramagudy bridge is estimated to cost Rs. 85,000 against Rs. 2,70,000 for the causeway, but I consider Mr. Shadbolt's estimate of the discharge of the river 18,370 cubic feet per second as against Mr. Geoghegan's estimate of 36,500 cubic feet, too low, and prefer increasing the 520 feet of waterway to 600 feet, which, at Rs. 160, is Rs. 96,000. Even thus it is only about one-third of the cost of a causeway such as, I believe, would be necessary. There is nothing to show in Mr. Geoghegan's report how the discharge was arrived at. Mr. Shadbolt provides for bridging the channel which is here very well defined, and the existence of mud walls along the banks show that this river does not overflow its banks.

6. The lengths of the two lines are nearly equal, 24 miles; but near Ramnad the northern line will have to cross the drainage of the country to reach the town, while the southern line is located parallel to the drainage and follows the road, affording a good site for the Ramnad station.

7. As a minor point in the alignment near Madura, I think it will be necessary to construct the triangle as the engine-changing station will be at the present South Indian Railway Madura station, and the question of running through trains from Madras or local ones from Madura cannot be decided for some years.

8. Gradients and curves, construction and engineering.—Call for no remarks, except that I approve of the type of permanent-way, namely, 50-lb. rails on 70-lb cast-iron pot sleepers.

9. The rates for stone-work of all kinds are, I think, too low, considering the long lead, and they should be increased by 10 per cent. The cost of the land also appears insufficient.

10. Traffic.—I do not agree that either the Jalarpet branch or Cuddalore-Madura sections of the Madras and South Indian Railways, respectively, are comparable under this head as the Mayavaram-Mutupet branch, which also agrees closely with this line as to its capital cost per

mile. The cost of the Mayavaram-Mutupet line is up to date Rs. 24,17,000, that is, Rs. 44,760 per mile. Its earnings for one year, September 1894 to September 1895 (after being opened six months), average Rs. 86 per mile week; this is 10 per cent. on the capital which, at net receipts of 100, gives 4½ per cent. This may certainly be expected, and, in addition thereto, is the passenger, pilgrim traffic to Rameswaram.

11. Taking into consideration the extra waterway required over the Vaigai and the low rates for stone-work, I consider the line will cost Rs. 43,000 per mile, or Rs. 43,00,000. It must be remembered that the Mayavaram-Mutupet line was laid with second-hand permanent-way, costing Rs. 12,500 per mile, and the bridging Rs. 16,200 per mile as against Rs. 5,000 and Rs. 23,300 per mile, respectively, in Mr. Shadbolt's estimate.

12. Mr. Geoghegan's estimate for 1887 for the southern route is here given by mile for comparison, with the remark that the former was an approximate estimate.

Head of account.	Shadbolt. RS.	Geoghegan. RS.	Difference. RS.
Preliminary expenses .. Rate per mile.	400	1,000	+ 600
Land	1,000	4,000	+ 3,000
Construction	9,000	13,000	+ 4,000
Ballast and Permanent-way	23,000	20,000	- 3,000
Stations and buildings	3,500	6,500	+ 3,000
Plant	300	2,000	+ 1,700
Rolling stock	..	8,000	+ 8,000
Establishment	4,000	6,000	+ 2,000
Total ..	41,200	69,500	+ 28,300

13. Mr. Shadbolt has examined the country beyond the Pamban Pass, Island of Rameswaram, Adam's Bridge, and Manar Island. Mr. Waring, Chief Engineer, Ceylon, has also investigated the same route.

Comparative Estimate of Cost.

Sections between Pamban Pass and Manar Island.	Length. MILES.	Shadbolt. RS.	Waring. RS.
Pamban Strait Reef	1	10,50,000	4,50,000
Swing Bridge	0	3,00,000	..
Rameswaram Island	20	10,00,000	9,50,000
Adam's Bridge	21	2,49,00,000	2,55,00,000
Manar Island	17	8,50,000	9,60,000

The Government of India has been addressed forwarding the note and suggesting that a detailed survey should be undertaken as soon as practicable, and criticism of the project is deferred until the detailed survey has been completed.

ENCLOSURE No. 3. TO DESPATCH No. 8 RY., DATED 5TH FEBRUARY 1896.

From—The Officer in charge of the Marine Survey of India.
Dated—Bombay, 30th July 1895.

PALK STRAIT.

The following remarks relating to Palk Strait are derived from the survey in 1895 by Commander C. F. Oldham, R.N., and the officers of the Marine Survey of India.

[All Bearings are Magnetic. Variation in 1895 1° E.]

PALK STRAIT, so named after the Dutch Governor who first navigated it, separates Ceylon from the south-east part of the peninsula of Hindustan and at its entrance, between Point Palmyra and Point Calimere, is about 34 miles in width. The old Dutch navigators mention

three passages through the strait, the southern one of which, between the north coast of Ceylon and the shoals to the northward, is the original Palk Strait. To the south-west, Palk Strait opens out into a considerable sheet of water, stretching about 60 miles in that direction, and about the same distance further to the south-east, known as Palk Bay, having over it depths of from 6 to 7 fathoms with a muddy bottom. Palk Bay washes the north coast of Ceylon on its eastern side, and the coast of Tanjore and Madura on its western side.

The islands of Rameswaram and Manar with their shoal connection known as Adam's Bridge, form a broken breakwater at the head of Palk Bay, dividing its waters from those of the Gulf of Manar; the Pamban Pass between Rameswaram island and the Hindustan Coast making a narrow connecting channel.

There are two recognized entrances into Palk Bay—one, between Point Calimere and the northern end of the middle banks, has from 21 to 24 feet of water; the other (Palk Strait proper) between the south banks and the north coast of Ceylon, has a depth of not less than 30 feet at low water when crossing the northern end of the Pedro shoals, in the eastern part of the strait; and near the western limit of the strait, at about 5 miles north-westward of Karativu, there is a clear channel with a depth of not less than 33 feet at low water. There are other places where vessels might cross the banks in depths of 20 to 24 feet, but being out of sight of land there is no guide to them, and therefore they are not recommended.

JAFFNA PENINSULA, the northern coast of which borders the south side of Palk Strait, is the chief of the four districts comprised in the Northern Province of Ceylon, the others being Mannar, Mullaitivu and Vavuniya. Jaffna district had, in 1891, a population of 279,636, chiefly Tamils. Jaffna, the principal town and port, is the residence of the Agent for the Northern Province. The other ports in Jaffna district are Point Pedro, Valluvadditurai, Kankasanturai, and Kaits.

Communications.—The town of Point Pedro is connected by telegraph through Kankasanturai, Jaffna, and Manar, with Colombo and the Indian system of telegraphs.

The steamers of the Ceylon Steam Ship Company generally make two voyages each round the Island of Ceylon in a month, one proceeding southward and the other northward round the island. They call at Kankasanturai during the south-west monsoon, or from the middle of February to the middle of October, and at Jaffna during the north-east monsoon. Point Pedro is visited at both seasons.

The British India Steam Navigation Company's steamers call generally at Kankasanturai during the south-west monsoon on Saturdays, on their return from Negapatam to Colombo. During the north-east monsoon they call sometimes at Jaffna and occasionally at Kaits.

Mail Coach.—There is a mail coach service between Point Pedro, Kankasanturai and Jaffna and between Jaffna and Matali, from which place there is a railway to Kandy.

Trade.—The trade of the Northern Province is carried on through the ports already mentioned, and the ports of Manar, Pesalai, and Vankalai in the district of Manar, and Mullaitivu on the east coast.

Exports.—In 1894 the exports were valued at Rs. 15,61,118, the principal being tobacco, chanks, palmyra timber, elephants, beche-de-mer, and jaggery; other exports are coconuts, dried fish, honey and salt.

Imports.—In 1894 the imports were valued at Rs. 33,16,602, the chief being paddy, rice, cotton goods, curry stuff, grain, earthenware, jewellery, iron bars, castor oil and sugar.

THE JAFFNA PENINSULA is low, formed of coral and sand, its northern coast being generally protected by a narrow fringe reef; low coral cliffs and sandhills being occasionally visible. Trees from 70 to 90 feet in height line the northern coast, and can be seen from the deck of a ship, at a distance of about 14 miles.

POINT PEDRO, in latitude $9^{\circ} 49' 40''$ N., longitude $80^{\circ} 11' 30''$ E., forms the northern eastern point of the Peninsula. The town and port of the same name, where there is a custom house and several bungalows on the beach, is situated about three-quarters of a mile westward of the point; the custom house with its red roof being a conspicuous mark near the landing place.

The port is open from about the middle of February to the middle of October. During 1894 it was visited by 360 vessels of 32,311 tons. Nineteen country craft of 1,412 tons belong to the port.

Supplies.—There is a native market, where fowls and vegetables can be procured; sheep and bullocks can be obtained by giving notice.

Coast.—From Point Pedro the coast trends west and W.N.W., a distance of 2½ miles to Point Palmyra, then W.S.W. and west 4½ miles to Tondaimanar. A fringe reef lines the coast and extends from a half to one cable from the shore; outside this the water deepens rapidly to the 5-fathom line, which is about 3 cables from the beach. The coast is lined with palmyra and coconut plantations, and a good road leads from Point Pedro along the coast to the westward.

VALLUVADDITURAI, situated 2½ miles west of Point Palmyra, is a port where vessels of from 30 to 250 tons are built. A break in the reef affords good entrance to boats. There is a considerable village and native market where fresh provisions may be obtained.

TONDAIMANAR, situated two miles west of Valluvadditurai, is marked by a cliff 25 feet high, half a mile to the westward of which is the entrance to a backwater which forms a gap when viewed from the northward. From Tondaimanar the coast trends W.S.W., West, and W. by N. to Kankasanturai; the reef along this coast is close to the beach, but the 5-fathom line extends half a mile from the shore; vessels should not approach within this distance.

KANKASANTURAI is the chief port of call for steamers during the S.W. monsoon; they commence calling in February or March and continue until October.

Four vessels of 233 tons are owned locally, and during 1894 the port was visited by 510 vessels of 79,518 tons, carrying paddy and rice chiefly. There is a custom house, the custom officer being Master Attendant for the port.

Two stone piers in ruins will be noticed on the beach, on the western of which is built the lighthouse. A small wooden pier, which can be used by boats during the S.W. monsoon, has been built on the beach. Cargo boats which are anchored off the beach can be obtained for landing cargo during fine weather.

Supplies.—Water can be obtained and fresh provisions if notice is given.

Anchorage may be obtained off Kankasanturai in 5 fathoms sand and mud, with the lighthouse bearing S.S.W., distant $3\frac{1}{2}$ cables; and the rocky point about $1\frac{1}{2}$ miles west of the lighthouse just shutting in the distant point. Vessels are recommended not to anchor to the westward of the lighthouse as the bottom is foul in that direction.

LIGHT.—On the western ruined pier is a column 73 feet in height, coloured white, from which is exhibited, at an elevation of 75 feet above the sea, a fixed green light, visible in clear weather a distance of 14 miles. The light is obscured by trees on bearings north of east.

Tides.—It is high water, full and change at Kankasanturai at 7 hours 35 minutes; springs rise 3 feet, neaps rise 2 feet, neaps range $1\frac{1}{4}$ feet.

The Coast from Kankasanturai curves to the southward as far as Karativu; it is fringed by a coral reef and bordered with palmyra and coconut trees. One and a half mile west of Kankasanturai is a conspicuous cliff 26 feet high, and nearly a mile further is a Roman Catholic church in course of construction.

Soundings.—Westward of the church the 3-fathom line recedes from the shore, and off Matakai (marked by a conspicuous sandhill) is 2 miles from the coast.

Rock.—A patch of coral, with 11 feet of water over it, lies off Matakai with the conspicuous sandhill bearing S. 42° E., distant $1\frac{1}{2}$ miles, and the cliffy point near Kankasanturai N. 88° E.; inside the patch the bottom is uneven and foul.

The islands, off the N.W. side of Jaffna Peninsula, extending for 12 miles to the S.W. are a cluster of low coral islands separated by narrow shallow channels, only navigable by boat. Further to the S.W. is Delft Island or Neduntivu separated from the other islands by a good channel, 4 miles broad.

KARATIVU, the northern island of the group, is separated from Jaffna Peninsula by a shallow passage a third of a mile broad; it is a low coral island covered with trees, the highest being on the N.W. extreme. A sandhill 20 feet high with some palms on it, situated on the N.E. point is conspicuous when viewed from the north-west. At the entrance to the channel between Karativu and the mainland there are numerous shoals and rocks, closing the channel to anything but boats.

ELUVAITIVU, 2 miles in length S. by W. and N. by E. and about 3 cables broad, lies south-westward of Karativu; it is low and covered with trees about 70 feet high; between it and Karativu is the entrance to the port of Kaits.

Shoals.—A shoal with a depth of $3\frac{1}{2}$ to $3\frac{3}{4}$ fathoms over it lies $5\frac{1}{2}$ miles N. 21° W. from the north extreme of Eluvaitivu, in latitude $9^{\circ} 47' 45''$ N., longitude $79^{\circ} 47' 5''$ E.; another, with a depth of $3\frac{1}{2}$ fathoms over it, lies N. 1° E., distant $4\frac{1}{2}$ miles from the same island in latitude $9^{\circ} 47' 30''$ N., longitude $79^{\circ} 49'$ E. Between these shoals and Eluvaitivu are numerous patches composed of hard sand, having depths of 2 to $3\frac{1}{2}$ fathoms over, and with 4 to 5 fathoms between them. These shoals are probably composed of coral covered with sand.

Caution.—Vessels proceeding to Palk Bay or Jaffna should steer to pass about one mile to the northward of the northern shoal.

Kaits situated on the northern side of the island of Velani and south of Karativu, is an open port throughout the year, but the S.W. monsoon is the busiest season, there being then sometimes as many as 30 to 40 vessels in the anchorage at the same time. The entrance lies across the flats between Karativu and Eluvaitivu. Fort Hammonheil is the quarantine station for the port. The port was visited, in 1894, by 460 vessels of 17,475 tons. Country crafts are hauled up and repaired here.

Supplies.—There is a small town, and a limited quantity of fresh provisions can be obtained.

Anchorage.—The small country vessels lie in the outer anchorage in $2\frac{1}{2}$ to 3 fathoms, and discharge part of their cargo before proceeding to the inner anchorage. Steamers should anchor in 4 fathoms sand, with the north point of Eluvaitivu bearing S.E. distant about one mile.

No. 529 R., 5TH AUGUST 1897.

Directions.—Small vessels when making for Kaits harbour from the eastward should, after passing the north end of Karativu, keep about 2 miles from the coast, until Fort Hammonheil, on the S.W. point of Karativu bears S.E. by S., when steer for it until about a mile distant, a vessel will then be in 9 feet, smooth water, and should steer round the fort at a distance of from 1 to 3 cables, care being taken, when the fort has been rounded, to keep on the north side of the harbour until past a bungalow there situated. The best anchorage is off the custom house in about 2 fathoms mud.

ANALATIVU, lying to the S.W. of Eluvaitivu, is $2\frac{1}{2}$ miles long by one mile broad; part of the island is covered with trees 70 to 80 feet high. On its north-east and south sides are small islets 15 feet high, which appear to be joined to it when the island is viewed from the westward.

Shoal ground, with $3\frac{1}{2}$ to 4 fathoms water over it, lies $1\frac{1}{2}$ miles west of the north point of Eluvaitivu, and extends southward off the north-west side of Analativu from half to one mile.

NAINATIVU lies $1\frac{1}{2}$ miles south of Analativu; it is $2\frac{1}{2}$ miles long by half a mile broad, and has trees about 70 feet high on it; it is bordered on its western side by a narrow fringe reef.

Shoal water, with depth of $2\frac{1}{2}$ to 4 fathoms, extends three-quarters of a mile from its western shore, but to the south-west the 5-fathom line approaches to within 4 cables.

DELFT OR NEDUNTIVU, south-west of Nainativu, and separated from it by a channel 4 miles broad, is the large island of Delft or Neduntivu. It is 6 miles long north-west and south-east with an average width of 3 miles. High trees are situated on its north-east and western sides; in the centre is grass land and low trees about 20 feet high. From a distance to the northward it looks like two islands. It is steep-to, except on the north side where shoal water under 5 fathoms extends in a point 6 miles to the northward.

A beacon 40 feet high is situated on the south-east side of the island; it marks the site of the station used by the Great Trigonometrical Survey of India when triangulating between India and Ceylon.

Channel.—Between the Neduntivu shoal and the shoal water off Nainativu is a clear channel one and three quarters of a mile broad, having in its narrowest part a depth of not less than 5 fathoms.

Directions.—When clear of West channel, and intending to proceed to Jaffna using Delft channel steer S. 5° E., fixing the position by using the tangents of the trees on the islands; when at the northern entrance to the channel, the tall trees on the north-east of Delft should be visible bearing south, when steer for them, until the south point of Nainativu bears E. $\frac{1}{2}$ N., then a S.E. course will take a vessel clear into Palk Bay.

Middle Banks.—From a position about $5\frac{1}{2}$ miles S.E. $\frac{1}{2}$ S. from the beacon on Point Calimere the middle banks which are formed of hard sand, extend in patches in a southerly direction for $7\frac{1}{2}$ miles, with uneven soundings of from $1\frac{1}{2}$ to 3 fathoms and deeper water between. The shallowest water found was 8 feet on the northern patch, and 10 feet on the second, $6\frac{1}{2}$ and 9 miles distant, respectively, S. 18° E., from the beacon on Point Calimere. On the western part of the third patch there is also a depth of 11 feet.

South Banks consist of four shoals with less than 3 fathoms on them, the northern and shallowest with $2\frac{1}{2}$ fathoms on it, lies 13 miles N.N.W. from Kankasanturai lighthouse. The others extend $4\frac{1}{2}$ miles to the southward, and have depths of from $2\frac{1}{2}$ to 3 fathoms water over them. From the south banks depths of $3\frac{1}{2}$ to 5 fathoms extend 12 miles S.W. $\frac{1}{2}$ W; to the channel leading into Palk Bay, and to the eastward joining the northern part of the Pedro shoals.

Middle Channel.—Between the middle and south banks is a channel $5\frac{1}{2}$ miles broad with least depth of $3\frac{1}{2}$ fathoms, and in the centre of this channel in latitude $10^{\circ} 3' 30''$ N. is a deeper passage, one mile broad, carrying not less than $3\frac{1}{2}$ fathoms; this channel is out of sight of land, therefore latitude is the only guide.

Directions.—**East Channel** is a 5-fathom passage across the shoal water connecting the south banks and Pedro shoals. Vessels making Palk Strait from the north-eastward should steer for a position in latitude $10^{\circ} 3' 30''$ N., longitude $80^{\circ} 8' 8''$ E., the tops of the trees between Point Pedro and Tondaimanar will then be visible, and a south course may be steered for Tondaimanar gap, not less than 5 fathoms should be met with in this channel; when the depth increases a course may be shaped for Kankasanturai, or Point Pedro, as necessary.

West Channel.—After passing Kankasanturai, the lighthouse must not be brought to bear east of E. by S. until Eluvaitivu is well open of Karativu, and the conspicuous sandhill at Matakai, bearing S. 36° E., the shoal off the latter place will then be passed and a course can be steered to enter the West Channel.

At the east entrance to the West Channel with the 20 feet sandhill on the north-east point of Karativu, bearing S. 51° E., and Port Hammonheil (which shows out clear of Karativu against the low land of Kaits), bearing S. 10° E., a vessel should steer N. 80° W. 9 miles through West Channel, when a course may be shaped for Delft Channel or Pamban.

Currents—Tides.—During the months of February, March and April, no current was observed in Palk Strait. The tidal streams were very regular, changing every six hours, the flood setting to the eastward, and the ebb to the westward, between the shoals. From the West Channel to Delft Island the tide sets with the general direction of the coast, the flood setting northerly and and north-easterly, and the ebb southerly and south-westerly; the strength at springs being nearly a knot.

Wind and Weather.—In Palk Bay, as in the Gulf of Manar, the south-west winds generally commence about the middle of April with fine clear weather. Early in May, the south-west monsoon blows fresh, and continues until about the middle of August, when it moderates, gradually dying away about the end of September; the sky then becomes overcast, and about the 10th of October the north-east monsoon commences, with hard squalls from different quarters accompanied by heavy rain, thunder and lightning, which weather continues during the month. The wind then becomes steady from the north-east, but during the months of November, December and January, there are frequent gales and much rain. In the early part of February, the north-east winds take off, and regular sea and land breezes set in which continue until the middle of March, when calms prevail for several days, and the heat increases until the return of the south-west winds in April.

POINT CALIMERE forms the northern point of entry to Palk Bay, and the southernmost point of the Coromandel Coast. A beacon 33 feet high with two arms painted white is situated on the point, and one cable S.S.W. is a steel mast, carrying a light; $3\frac{1}{2}$ cables to the southward and surrounded by water is the ruin of a beacon. About 3 miles westward of the point are the Kodigiri bungalows, formerly much resorted to during the hot weather. At about 5 miles N. by W. $\frac{1}{2}$ W. from the point, and a mile in shore, are two dark looking pagodas, in shape like oblong haystacks, which when in line bear west. A sand bank, dry at low water, inside which trading boats find shelter in bad weather, extends about one and a half miles N.E. by E. of Calimere beacon.

The three-fathom bank extends N.E. by N. and S.W. by S. at a distance of one and a half miles S.E. from Point Calimere, and 5 miles S.S.W. from the point; it then turns westward at about 4 miles from the coast.

Shoal.—In the channel between middle banks and the three-fathom line off Point Calimere, and S. 30° E., $4\frac{1}{2}$ miles from the beacon, is a shoal with a depth of $2\frac{1}{2}$ fathoms over it; it is composed of hard sand, extends 4 cables east and west, and is about 3 cables broad.

LIGHT.—A fixed pale red light, elevated about 55 feet above high water, and visible in clear weather from 6 to 9 miles, is exhibited from a steel mast (about 45 feet high) on Point Calimere. At the foot of the mast is a box painted white, which contains the lantern during the day and is a conspicuous object.

Forest Reserve.—At Point Calimere and in the vicinity is a forest reserve, apparently under the control of the Collector of the district. Here are many hundreds of antelope, spotted deer, and wild pig; they are strictly preserved, the officers employed in the survey being refused permission to either land, or shoot in the neighbourhood.

DIRECTIONS.—In rounding Point Calimere from the eastward, by the channel north of the middle bank, and immediately south of Point Calimere, the position of a vessel may be obtained by cross bearings of the two pagodas to the northward of the point, and of the beacon or steel mast; prior to shaping a south-westerly course clear of the three fathom coast bank on the north side, and the detached two-and-three-quarter fathom patch on the south. A depth of more than 21 feet cannot, however, be relied upon. Careful attention must be paid to the lead.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 3rd September 1896, No. 737 R.

I am directed to acknowledge the receipt of your letter, No. 1027 R.C., dated 14th July 1896, forwarding a copy of the Government of India's despatch to the Secretary of State expressing its views on the Madura-Pamban project and on the negotiations for its construction.

2. In reply I am to state that if, as is understood, the negotiations with Messrs. Wallace Brothers have ceased, this Government again strongly urges that the construction of the Madura-Pamban Railway should be entrusted to the South Indian Railway without further delay, if, as is believed, that Company is willing to construct it on reasonable terms; and if not, then that it should be constructed by the State as soon as practicable.

From—Messrs. J. H. Tozer & Son, Ry. Plant Contrs, Iron and Steel Merchants, &c.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.
Dated—Finsbury Pavement, London, E.C., July 1896.

We have the honour to request the favour of your placing our application for constructing the Madura-Pamban Railway before His Excellency the Governor of Madras in Council.

2. We are aware that the Engineer-in-Chief has made the estimate Rs. 41,771 per mile, but we think this estimate should be increased. For example, no electric telegraph has been allowed for, a *sine qua non* in all such undertakings, this item would probably cost Rs. 1,000 a mile or a lakh of rupees for the 100 miles. Again, small workshops are necessary at Paramakundi, the site of the proposed large bridge over the Vaigai river; this has not been taken into account in the estimate. There appears to be a scarcity of kankar for lime-burning in all the districts passed through except near Madura, in that case the cost of masonry would be increased. It is not known if the stone ballast proposed to be put on the sand ballast after construction is included in the ballast account or not. Moreover, it is evident that the total cost of Rs. 6,000 for locomotive under heading IX of Plant is not sufficient. Taking these and other matters into consideration, we think that 45 lakhs of rupees will be required for constructing the line, and we propose to raise 50 lakhs, inclusive of interest during two years of construction and necessary expenses for formation of Company, administration, &c.

3. We would beg to enquire if the land would be granted free of cost according to Circular No. 924 R.C. of 15th September 1893 of Government of India.

4. As this branch scheme would be worked by the South Indian Railway and would be of great service to the Government of Madras as also to pilgrims, we hope that His Excellency in Council will be pleased to grant us a 4 per cent. guarantee in rupees, or in preference a 3 per cent. guarantee in sterling, as it is known that the Government of India have lately sanctioned a 4 per cent. guarantee in rupees to a through line in the northern part of India.

5. We would beg to enquire if the concession granted to Mr. Gale for the Calicut-Cannanore Railway has lapsed or not, and if so whether a provisional concession would be granted to us.

6. We would request the favour of being supplied with a list of such railways as the Madras Government consider to be urgently required.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 3rd September 1896, No. 738 R.

In continuation of my No. 737 R. of this date, I beg to forward for order an application by Messrs. James H. Tozer and Son of Finsbury Pavement, E.C., for constructing the Madura-Pamban Railway on a guarantee of 4 per cent. in rupees or 3 per cent. in sterling and to state that the Government knows nothing of the applicants and is not prepared to recommend the application as it considers that construction of this project should be entrusted to the South Indian Railway.

Orders as to the reply to be sent are solicited.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, the 22nd December 1896, No. 1958 R.C.

I am directed to acknowledge the receipt of your letters Nos. 737 and 738 R., dated 3rd September 1896, regarding the construction of the Madura-Pamban Railway.

2. In reply to the latter I am to say that the Government of India accept the views of the Government of Madras with regard to the application of Messrs. Tozer & Son for the construction of the line, and I am to request that the firm may be informed that their proposals which involve either a 4 per cent. rupee or a 3 per cent. sterling guarantee are not such as can be entertained.

3. With reference to your letter No. 737 R., dated 3rd September 1896, I am to forward, for information, the enclosed copy of a despatch from the Secretary of State from which it will be seen that the concession granted to Messrs. Wallace Brothers has lapsed. I am, however, to state for the information of His Excellency the Governor in Council that it has now been arranged, with the approval of the Secretary of State, that no addition will be made to the railway schemes which were recommended for sanction by the conference which met at Simla last summer until after a similar meeting has been held next year. At that meeting the relative claims of schemes for all parts of India will be considered, and it is desirable that any scheme, the early construction of which is required, should be submitted without delay to the Government of India for examination though final sanction must be postponed as above stated. I am also to observe that the orders of the Secretary of State are not understood to restrict the construction of the Madura-Pamban Railway to the direct agency of the South Indian Railway Company with funds supplied by the Secretary of State. The amount of these funds is limited, and there is little chance of their being available for this scheme until after 1899, but the line might be undertaken on branch line terms by a Company subsidiary to the South Indian Railway Company, at an earlier date, and the Government of India would be glad to receive and consider any suggestion in that direction.

ENCLOSURE TO THE ABOVE LETTER.

Despatch—From the Right Hon'ble the Secretary of State for India.
To—His Excellency the Right Hon'ble the Governor-General of India in Council.
Dated—India Office, London, 15th October 1896, No. 95-Ry.

Indo-Ceylon Railway project. Lapse of the concession granted to Messrs. Wallace Brothers.

Your Excellency was informed by my telegram of the 22nd September that the concession

* Letter to Messrs. Wallace, dated 18th March 1896.
Letter from Messrs. Wallace, dated 17th July 1896.
Letter to Messrs. Wallace, dated 6th August 1896.

granted to Messrs. Wallace Brothers in connection with the Indo-Ceylon Railway project has definitely lapsed, and I now forward for your information copy of the correspondence * which has passed on the subject since the receipt of your Railway letter No. 8, dated the 5th February 1896.

2. You will observe that Messrs. Wallace Brothers were unable to make any definite proposals for the portion of the scheme outside Indian territory, but requested that they might be allowed to tender for the section from Madura to the Pamban channel on the lines of the Resolution of your Government of the 17th April last.

3. Looking, however, to the terms of your letter of the 5th February last, and to the expressed wish of the Government of Madras that provisional concessions should not be granted for portions of the Madura-Colombo project, I decided not to entertain Messrs. Wallace's proposals, nor to further extend their concession, which accordingly lapsed on the 26th July last.

4. In view of the possible early construction of the Madura-Pamban section, I forward for your information copy of a report † which, at the request of the Government of Madras, I obtained from Mr. Upcott while on furlough in

† Dated 20th July 1896.

this country, strongly advocating the employment of the South Indian Railway as the best agency for the construction of the line.

12

No. $\frac{429}{A}$ R., 6TH AUGUST 1897.

ENCLOSURES TO DESPATCH No. 95 Ry., DATED 15TH OCTOBER 1896.

No. 1.

From—The Secretary of State for India.

To—Messrs. Wallace Brothers.

Dated—India Office, 18th March 1896, No. 343-P.W.

Referring to your letter dated 17th May 1896, I am directed by the Secretary of State for India in Council to forward, herewith, a copy of the survey report and estimate of the proposed Madura-Pamban Railway, and to request that you will inform His Excellency whether it is your desire to proceed with the concession on the basis of the general terms communicated to you with the letter from this office of 26th July 1894. If so I am to request that you submit definite proposals, reporting at the same time any terms for working the line which have been arranged between you and the Board of the South Indian Railway Company.

In the event of the arrangements for constructing and working the line within British Indian territory being concluded, the Colonial Office will be addressed with respect to the proposed extension to Colombo.

With reference to the anticipated cost as given in the estimate now forwarded to you, I am to observe that the Government of India have been advised that the line, excluding rolling stock, is not likely to be constructed for less than Rs. 45,000 per mile.

No. 2.

From—Messrs. Wallace Brothers.

To—The Secretary of State for India.

Dated—8, Austin Friars, London, E.C., 17th July 1896.

With reference to your letter of the 18th March 1896, we have now the honour to send you heads of a proposal for the construction of a line from Madura to such point or points on the mainland as will be suitable for the construction of jetties, at which vessels capable of passing through Pamban channel may be able to load and discharge passengers and cargoes on the line or other in either monsoon, such line to form part of the proposed India-Ceylon Railway.

We would premise, however, that since the receipt of your letter of the 26th July 1894, one of the terms of which was that no guarantee should be required, and which has created some difficulty in raising the capital, a Resolution of the Government, dated Simla, 27th April 1896, has been issued, by which a guarantee of interest is offered, and we trust that we shall be able to avail ourselves of this offer, and thus to obtain some result after the trouble we have had and the expenditure of time we have incurred. We observe, also, that you propose, in the event of the arrangements for constructing and working the line within British Indian territory being concluded, the Colonial Office will be addressed with respect to the projected extension to Colombo, and it is obvious that, inasmuch as there can be no local traffic on the line across the Straits, it will be essential that the Colonial Government should guarantee the interest on the capital required for that portion of the railway which extends beyond British Indian territory. As the necessary negotiations for this will occupy some time, we do not consider the matters are yet ripe enough for us to make any definite proposals in relation thereto, but the Company will doubtless be prepared to make proposals. Meanwhile, we suggest the construction of the first-named section as a branch railway, with the object of greatly improving the present route from South India to Colombo, which an improved rail and steamship service such as this will undoubtedly bring about. Our proposition is as follows:—

- (1) A Company to be formed by us in conjunction with Messrs. Arlathnot, Latham & Co., which Company shall receive from the Government of India a fixed yearly minimum dividend of 3 per cent. as described in Government of India Resolution No. 514 R.C., dated Simla, 27th April 1896, 2 VI. (a), with half the surplus net profits in each year.
- (2) The Company to be allowed to pay interest out of the capital during construction at the rate of 3 per cent.
- (3) The line to be of the same gauge as the South Indian Railway, and to be worked and maintained by that railway at 50 per cent. of the gross earnings, inclusive of charges for the use of the South Indian rolling-stock.
- (4) The line to be constructed by the proposed Company.
- (5) The Company to have the other advantages specified in the above-mentioned Resolution of the Government of India under 3 (II, III, IV, VI and VII).
- (6) The capital to be 300,000 in shares, with power to raise a further 100,000 in debenture stock if necessary.
- (7) Three per cent. to be allowed for brokerage, and a further sum of 12,000 to be allowed, to cover all other expenses in connection with the formation of the Company.

We beg to report that we have not arranged terms for working the line by the South Indian Railway Company, and from our negotiations with the Board of that Company we do not anticipate that we shall be able to obtain such terms from them as are offered by the aforesaid Resolution of the Government of India unless the influence of the Government is brought to bear in the matter.

As the original concession given by the Secretary of State in the letter of the 26th July 1894 is about to expire, we have the honour to request that we may be allowed an extension of time for six months, or, say, to the 31st January 1897, in order to permit of our making the necessary arrangements for procuring the capital.

No. 3.

From—The Under Secretary of State for India.

To—Messrs. Wallace Brothers.

Dated—India Office, 6th August 1896, No. 1272-P.W.

I am directed by the Secretary of State for India to acknowledge the receipt of your letter, dated the 17th July, in which you propose terms for the construction of a railway from Madura to Pamban, being a portion of the original project for a line to connect India and Ceylon.

In reply, I am to inform you that Lord George Hamilton is unable to entertain your proposals for the construction of this portion of the proposed railway, and that the concession granted you up to the 26th of July last must now be considered to have lapsed.

No. 4.

From—F. R. Upcott, Esq., Joint Secy. and Consgr. Engr. to the Govt. of Madras (on leave).

To—The Under Secretary of State for India.

Dated—India Office, 20th July 1896.

Having been consulted as to the extension of the concession to Messrs. Wallace Brothers for the Madura-Pamban branch line, I have the honour to point out that the Despatch No. 8 of February 1896, from the Government of India, paragraph 5, lays stress on the whole project being undertaken by the concessionaires, and this course is also strongly desired by the Madras Government in their letter No. 793 R. of November 1895, who urge the construction of the line by the agency of the South Indian Railway rather than any private firm. The letter from Messrs. Wallace Brothers of 17th July 1896 puts forward propositions dealing with the branch only, and the proposals are somewhat indefinite and certainly expensive.

I am personally strongly of opinion that it is in the interests of Government that the South Indian Railway should undertake this branch; they would build and work it more cheaply than any other Company, raising capital on the security of their surplus profits, and I believe they are anxious to undertake the work. On these grounds, I beg to recommend that the concession to Messrs. Wallace Brothers for a portion of the original scheme be not continued.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.

To—Messrs. J. H. Tozer & Son, 95 & 97, Finsbury Pavement, London, E.C.

Dated—Madras, 18th January 1897, No. 38 R.

In reply to your application of July last for constructing the Madura-Pamban Railway, I am directed to inform you that your proposals, which involve either a 4 per cent. rupee or 3 per cent. sterling guarantee, are not such as can be entertained by the Government of India.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.

To—The Secretary to the Government of India, Public Works Department.

Dated—18th January 1897, No. 37 R.

With reference to your letter, No. 1958 R.C., dated 22nd December 1896, I am directed to request that, with the permission of His Excellency the Governor-General

in Council, this Government may be favoured with a copy of the recommendations made by the conference which met at Simla last summer, in so far as they relate to railway schemes within or connected with this Presidency.

2. As regards the construction of the Madura-Pamban Railway by a Company subsidiary to the South Indian Railway Company, I am to say that this Government will be glad to see it carried out by such agency, and I hope to address you again on the subject shortly.

From—The Agent, South Indian Railway.

To—The Consulting Engineer for Railways, Madras.

Dated—Trichinopoly, 13th February 1897, No. 178.

Referring to the correspondence ending with my letter No. 850 of the 14th September 1896 on the subject of the Madura-Pamban Railway, I have the honour to forward herewith an extract from this Company's Managing Director's letter No. 182 of the 15th January 1897, together with the copies of the papers therein referred to.

ENCLOSURES.

No. 1.

EXTRACT from letter from the Board of Directors, South Indian Railway.

To—The Agent, South Indian Railway.

Dated—London, 15th January 1897, No. 182.

On 27th November 1896, the Board addressed a letter, of which a copy is enclosed, to the Secretary of State for India, with reference to the construction and working of this proposed branch. In acknowledging the receipt of this, Sir Horace Walpole states—15th December 1896, No. 2169-P.W.—copy herewith—that a copy of the Board's letter has been forwarded for the information and consideration of the Government of India.

No. 2.

From—The Board of Directors, South Indian Railway Company.

To—The Secretary of State for India, India Office.

Dated—55, Gracechurch Street, E.C., 27th November 1896, No. 483.

The Directors understand that the provisional concession granted to Messrs. Wallace Brothers for the construction, amongst other things, of a railway between Madura and Pamban has recently lapsed. They have also reason to believe that the Government of India have been approached by another mercantile firm in view to the grant to them of a concession for the construction of the railway in question.

In these circumstances, the Board of the South Indian Railway Company express a hope that the Secretary of State in Council will not come to a decision on the applications referred to until they have been afforded an opportunity of expressing their views, and of making proposals for the construction and working of the Madura-Pamban Railway which would form an extension or branch of the South Indian main line.

The length of the proposed railway is 100 miles, and the cost as estimated by Mr. Shadbolt, the Government Engineer-in-Chief in charge of the Survey, is Rs. 41,77,460, exclusive of rolling stock.

No. 3.

From—The Secretary of State for India.

To—The Board of Directors, South Indian Railway Company.

Dated—India Office, Whitehall, London, S.W., 15th December 1896, No. 2169-P.W.

I am directed by the Secretary of State for India to acknowledge receipt of your letter No. 483, of the 27th November 1896, relative to the construction and working by the South Indian Railway Company of the proposed Madura-Pamban Railway.

In reply I have to inform you that a copy of your letter has been forwarded for the information and consideration of the Government of India.

Extract from letter from the Agent, South Indian Railway.

To—The Board of Directors, South Indian Railway Company.

Dated—17th March 1897, No. 525.

I have placed in the post packet a copy of a letter from Messrs. Best & Co. of Madras, enquiring whether, in the event of their floating a Company for the construction of the Madura-Pamban Railway, this administration will consent to construct and work the line in terms of Government of India Circular No. 514 R.C., dated 17th April, 1896. Should the terms of this Resolution be not acceptable *in toto*, Messrs. Best & Co. ask whether this Company is prepared to accept certain modifications to the same, and if so to be informed on what conditions the Company will undertake construction and working. Messrs. Best & Co. also state that, should the Company decide to act in concert with them in the matter on terms mutually acceptable, they propose to form a Company which will receive a dividend of $3\frac{1}{2}$ per cent, or a higher return if the net earnings of the branch are sufficient, in accordance with the provisions of paragraph 2 VI (b) of the above Circular, a copy of which was sent to you with my letter No. 484 of 2nd June 1896. The Madura-Pamban Railway was surveyed in 1895 by Mr. E. I. Shadbolt, whose estimates and report were forwarded to you with my letter No. 461, dated 24th December 1895. From these papers it will be seen that the line will be unusually cheap to construct, while its traffic prospects are very favorable. Mr. Shadbolt estimates the cost per mile at Rs. 41,774, excluding rolling stock; but this figure was considered too low by the Consulting Engineer for Railways, Madras, who raised it to Rs. 43,000. Accepting the higher figure and taking working expenses at 60 per cent. of the gross earnings (which percentage makes fair provision for rolling stock) the following rate of interest on the Capital outlay will be derived from the gross earnings shown below:—

3 per. cent on capital outlay requires Rs. 62 per mile per week.			
4	"	"	83
5	"	"	103
6	"	"	124
7	"	"	145
8	"	"	165
9	"	"	186
10	"	"	207

Mr. Shadbolt considers that the traffic of the line will eventually reach Rs. 240 per mile per week, and even considering this estimate as over sanguine there can be no doubt that the extension will be extremely remunerative. Messrs. Best & Co. propose to raise the necessary capital under the terms applicable to feeder lines; but it is open to question whether a length of railway, which forms portion of an important through route, and which, on opening for traffic, will become a main line section, can be considered as a feeder line. It seems to me that the Madura-Pamban line should properly form an integral portion of this undertaking, and that it is neither to the advantage of Government or of this Company for a section of line owned by a third Agency to be interpolated in the direct through route between India and Ceylon. The necessary capital for the line can doubtless be raised either by Government or this Company, without the help of a subsidiary Company, and on terms more advantageous to the State than those proposed by Messrs. Best & Co. Should, however, these views not commend themselves either to Government or the Board, I think this Company should co-operate with Messrs. Best & Co. The Madura-Pamban Railway will undoubtedly attract a good deal of traffic from the Madura-Tuticorin section, but it must produce extra traffic over the system which will more than compensate for the less it causes.

Extract from letter from the Board of Directors, South Indian Railway.
To—The Agent, South Indian Railway Company.
Dated—15th April 1897, No. 189.

With your No. 525 you forward copy of a letter, dated 13th March 1897, from Messrs. Best & Co., Madras, enquiring upon what terms the Company would construct and work this branch in the event of their floating a Company and raising the necessary capital. On the 11th March Messrs. Best & Co. placed before the Board, direct, their views and proposals, in reference to this projected railway, which they had embodied in a letter addressed to the Government of India. These proposals were generally approved by the Directors and Messrs. Best & Co. were so informed by letter, dated 31st March 1897 and acknowledged by them on 3rd April. A copy of the correspondence is forwarded for your information.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Railway Branch.
Dated—Simla, 5th April 1897, No. 552 R.C.

With reference to paragraph 2 of your letter, No. 37 R., dated 18th January 1897, I am directed to forward, for the information of the Government of Madras, a copy of the despatches, from and to the Secretary of State, marginally noted, regarding the proposed railway from Madras to Pamban and its construction by a Company under "Branch line terms."

From Secretary of State No. 111 R., dated 17th December 1896.
To Secretary of State No. 35 R., dated 21th March 1897.

2. I am also to forward a copy of an application from Messrs. Best & Co., Madras, for a concession for the construction of this railway under the terms of Public Works Department Resolution No. 514 R.C., dated 17th April 1896, and to request that the Government of India may be furnished with the opinion of the Government of Madras upon this application together with any communication that the Agent, South Indian Railway Company, may, under instructions of the Board of Directors, be prepared to make, in respect of the construction and working of the Branch Railway in the manner proposed in paragraph 3 of Messrs. Best & Co's. letter, which involve the acceptance by the Company of the conditions of Public Works Department Resolution No. 514 R.C. of the 17th April 1896.

3. The favour of a very early reply is requested.

ENCLOSURE.

No. 1.

Despatch—from the Right Hon'ble the Secretary of State for India
To—His Excellency the Right Hon'ble the Governor-General of India in Council.
Dated—India Office, London, 17th December 1896, No. 111 R.

With reference to my Railway Despatch, No. 95, of the 15th October 1896, and with special reference to the last paragraph thereof, I transmit herewith, for the information of your Excellency's Government, copy of a letter* from the

* No. 483, of 27th November 1896.

Directors of the South Indian Railway Company, expressing a hope that no decision will be come to in regard to the construction of the Madura-Pamban Railway until they have been afforded an opportunity of expressing their views, and of making proposals for the construction and working of the line in question, which would form an extension or branch of their main line.

2. I shall be glad to be furnished with your views on the Board's letter now forwarded.

No. 2.

From—The Board of Directors, South Indian Railway Company.
To—The Under Secretary of State for India.
Dated—55, Gracechurch Street, London, E.C., 27th November 1896.

The Directors understand that the provisional concession granted to Messrs. Wallace Brothers for the construction, amongst other things, of a railway between Madura and Pamban has recently lapsed. They have also reason to believe that the Government of India have been approached by another mercantile firm in view to the grant to them of a concession for the construction of the railway in question.

In these circumstances, the Board of the South Indian Railway Company express a hope that the Secretary of State in Council will not come to a decision on the application referred to until they have been afforded an opportunity of expressing their views, and of making proposals for the construction and working of the Madura-Pamban Railway, which would form an extension or branch of the South Indian main line.

The length of the proposed railway is 100 miles, and the cost, as estimated by Mr. Shadbolt, the Government Engineer-in-Chief in charge of the Survey, is Rs. 41,77,460, exclusive of rolling stock.

No. 3.

Despatch from—The Government of India, Public Works Department.
To—The Right Hon'ble the Secretary of State for India.
Dated—Calcutta, 24th March 1897, No. 35 Railway.

We have the honour to acknowledge the receipt of your Lordship's Railway despatch No. 111, dated 17th December 1896, enclosing copy of a letter from the Directors of the South Indian Railway Company in which they express a hope that no decision will be come to in regard to the construction of the Madura-Pamban Railway until they have been afforded an opportunity of submitting their views and of making proposals for the construction and working of the line which would form an extension or branch of their main system.

2. The concession granted to Messrs. Wallace Brothers in connection with the same project, extended into Ceylon, we learnt from your Lordship's Railway Despatch No. 95, dated 15th October 1896, had definitely lapsed on the 26th July 1896.

3. The Madura-Pamban project was considered at the conference which assembled in Simla last autumn, and we would invite attention to the remarks recorded on pages 72—74 of statement I, forming appendix 2 to enclosure No. I of our Railway despatch No. 76, dated 4th November 1896. It will be seen that although the Conference were of the opinion that it would be preferable to construct the branch as an integral part of the South Indian Railway system, yet that the impossibility of providing funds for the purpose within the next three years left them no alternative but to postpone the project, if to be carried out in the manner proposed, until funds could be made available. Accordingly no provision for this line was made in the forecast of outlay on capital account for the three years ending 1898—99, forwarded with our Financial despatch No. 327, dated 4th November 1896.

4. We have, however, to forward, for your Lordship's information, a copy of correspondence* which has taken place on the subject with the Government of Madras from which it will be seen that we are prepared to receive and consider suggestions for the construction of this line on "Branch line terms."

* Letter from the Government of India, to the Government of Madras, No. 1958 R.C., dated 22nd December 1896.
Letter from the Government of Madras, to the Government of India, No. 37 R., dated 18th January 1897.

No. 4.

From—Messrs. Best & Co., Madras.
To—The Secretary to the Government of India, Public Works Department.
Dated—13th March 1897.

In continuation of our letter of 22nd September last, and in anticipation of the Government of India shortly notifying the Madura-Pamban Railway as one for which tenders will be considered for its construction by the agency of a private Company, we have the honour to submit herewith our application for the concession to form such a Company, on the under-noted terms,

accompanying same with Forms A. &c. duly filled up in accordance with Resolution No. 514 R.C., dated 17th April 1896.

- (1) We propose to float the said Company under paragraph 2 of the Resolution, whereby the Company will receive a dividend of 5% per cent. on the amount of net earnings from local and inter-changed traffic to and from the branch from its own traffic are sufficient to pay such dividend.
- (2) We request permission to reserve to ourselves as promoters a sum of 10% on the subscribed capital of the said Company to cover all remuneration for expense incurred, excluding legal expenses and charges for printing, advertising stamps and further that a sum of Rs. 7,500 per annum be sanctioned towards general management expenses of the Company in terms of paragraph 3 (c) of Resolution No. 514 R.C.
- (3) We are in negotiation with the South Indian Railway Company in regard to the construction of the said Railway which we propose to entrust to their care, also the Appendix C enclosed.
- (4) We have the honour to request that the concession may be for a period of 50 years from the date granted.
- (5) We are not submitting a map, as the alignment we propose is identical with that by Mr. Shadbolt in his survey of 1895.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 22nd April 1897, No. 277 R.

I am directed to acknowledge the receipt of your letter No. 552 R.C., dated 5th April 1897, on the subject of the Madura-Pamban Railway and the best mode of promoting its construction.

2. I am instructed to say in reply that in the opinion of this Government, the South Indian Railway Company are the most suitable agency for the construction and working of the Madura-Pamban extension. His Excellency the Governor in Council observes with satisfaction, from a perusal of your letter to the Right Hon. Secretary of State, No. 35 R., dated the 21st March 1897, that this opinion concurred in by the Railway Conference of last year.

3. Since, however, it appears that there is no chance of an allotment of funds made for this railway before the end of 1898-99, and since also, presumably, the Government of India are not in a position to sanction the issue by the South Indian Railway Company of State guaranteed debentures to the extent that is necessary, Government is strongly of opinion that the best course for adoption under the circumstances would be the promotion by the South Indian Railway Company of a subsidiary Branch Line Company, to make and work the extension on terms acceptable to Parent and Branch Companies and to Government, without the ostensible intervention of any special firm of promoters, Messrs. Best & Co., or other.

4. It seems unnecessary to repeat that the Government of Madras are anxious to see some satisfactory arrangement come to as soon as possible for the construction of an extension so important, and holding out such prospects of success, direct and indirect.

5. The Agent, South Indian Railway Company, has been addressed upon the subject suggested in the latter part of paragraph 2 of your letter under reply, and his remarks shall in due course be forwarded for the Government of India's information.

From—The Joint Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
To—The Agent, South Indian Railway Company, Trichinopoly.
Dated—Ootacamund, 22nd April 1897, No. 278 R.

I gather from your letter to your Board, No. 525, dated the 17th March 1897, that you have seen Messrs. Best & Co.'s proposals for the construction and working through your agency, of the Madura-Pamban extension. But lest you should not have the application before you, I herewith enclose a copy of it which has reached this Government from the Government of India.

2. The Government of India have asked to be informed of any communication which, under instructions from your Board of Directors, you may be prepared to make in respect of the construction and working of the branch railway, in the manner proposed in paragraph 3 of Messrs. Best & Co.'s letter, which involves the acceptance by the Company of the conditions of Public Works Department Resolution No. 514 R.C., of the 17th April 1896.

I am therefore directed to request that, as soon as you are in a position to do so, you will furnish me with an expression of the opinion of your Board, as desired by the Government of India.

Extract from a letter from—The Agent, South Indian Railway.
To—The Managing Director, South Indian Railway Company.
Dated—28th April 1897, No. 531.

In continuation of the paragraph under this head in my letter No. 525, of the 17th March 1897, I have to inform you that I have received from the Local Government a communication, No. 278 R., dated the 22nd instant, as follows:—

"I gather from your letter to your Board, No. 525, dated the 17th March 1897, that you have seen Messrs. Best & Co.'s proposals for the construction, and for the working through your agency, of the Madura-Pamban Extension. But lest you should not have the application before you I herewith enclose a copy of it which has reached this Government from the Government of India.

"2. The Government of India have asked to be informed of any communication which, under instructions from your Board of Directors, you may be prepared to make in respect of the construction and working of the branch railway, in the manner proposed in paragraph 3 of Messrs. Best & Co.'s letter, which involves the acceptance by the Company of the conditions of Public Works Department Resolution No. 514 R.C., of the 17th April 1896.

"3. I am therefore directed to request that, as soon as you are in a position to do so, you will furnish me with an expression of the opinion of your Board as desired by the Government of India."

I have placed in the post packet a copy of Messrs. Best & Co.'s proposals referred to, and shall be glad of an expression of the opinion of the Board, as desired by the Government of India.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 20th May 1897, No. 837 R.C.

I am directed to acknowledge the receipt of your letter No. 277 R., dated 22nd April 1897, stating that the Government of Madras are strongly of opinion that the best course for adoption in the case of the proposed Madura-Pamban Railway would be for the South Indian Railway Company to promote the formation of a subsidiary branch railway company for the construction and working of the extension on some suitable terms, without the intervention of any special firm of promoters, but that in the meanwhile the proposals of Messrs. Best & Co. have been referred to the Agent, South Indian Railway Company, for the views of his Board.

2. In reply, I am to say that, if this has not already been done, the Government of India have no objection to the Board of the South Indian Railway Company being invited to consider the proposal of the Government of Madras for the promotion of a subsidiary branch railway company for the construction and working of this extension, as alternative to the proposals of Messrs. Best & Co., but that in either event they would desire to be furnished with the views of the Board with the least practicable delay.

3. I am, however, to state, for the information of your Government, that if the proposed subsidiary company has any direct financial connection with the South Indian Railway Company, otherwise than through the rebate clause of the Resolution No. 514 R.C., of 17th April 1896, the scheme would have to wait for a place in the railway programme for all India.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway, Trichinopoly.
Dated—Ootacamund, 28th May 1897, No. 56/O.

With reference to my letter No. 278 R., dated the 22nd April 1897, subject of the Madura-Pamban Railway project, I am instructed to furnish information of your Board of Directors, a copy of a letter from the Government No. 837 R.C., dated the 20th May 1897, and to request that this Government be furnished with your Board's views on the subject with the least practicable delay.

EXTRACT from letter from the Agent, South Indian Railway Company.
To—The Managing Director, South Indian Railway Company.
Dated 1st June 1897, No. 536.

In continuation of the paragraph on this subject in my letter No. 529 A, 17th March 1897, I have to inform you that the Government of India has invited the Board being invited to submit proposals for the promotion of a branch company for the construction and working of the Madura-Pamban railway without the intervention of any special firm of promoters and as alternative proposals of Messrs. Best & Co. The Government of India, however, states the proposed subsidiary company has any direct financial connection with the Indian Railway Company, otherwise than through the rebate clause of No. 514 R.C., of 17th April 1896, the scheme must wait its turn for a place in the railway programme of all India. I have placed in the post packet certain correspondence which I have received on this subject, and request to be favoured early instructions.

From—The Agent, South Indian Railway.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Trichinopoly, 24th June 1897, No. 601/2768.

In reply to your letter No. 278 R., dated 22nd April 1897, I have the honour to inform you that, in March last, Messrs. Best & Co. addressed the Board of Directors of the South Indian Railway in respect to the terms which this Company would accept for the construction and working of the Madura-Pamban Railway. Best & Co. were informed that the South Indian Railway Company were prepared to construct the line upon terms similar to those upon which the Bombay, Baroda & Central India Railway are understood to be constructing the Ahmedabad-Bombay Oodeypore line, but subject to examination and discussion, if need be, of the Government in that case. As regards the terms upon which this Company would be prepared to construct the Madura-Pamban line, Messrs. Best & Co. were advised that these would not be less than the same percentage as the South Indian Railway itself (including rolling stock and all other branches) is from time to time worked at, plus 5 per cent. for the rolling stock.

2. I understand from the accompanying extract from the Managing Director's letter, No. 192, dated 4th June 1897, that the Board desire these terms to be quoted to the Government of India in answer to its reference embodied in paragraph 2 of my letter under reply.

3. I would, however, invite your attention to the fact that at the time when my letter No. 192, dated 4th June 1897, was written, the Board were in ignorance of the invitation of the Government of India regarding the submission of proposals for the promotion of a subsidiary branch railway Company, to undertake the construction and working of the Madura-Pamban Railway. I have little doubt that the Board will be able to offer this branch Company terms practically the same as those proposed in Government of India, Public Works Department Resolution No. 514 R.C., dated 17th April 1896.

ENCLOSURE.

EXTRACT from letter from the Board of Directors, South Indian Railway Company.
To—The Agent, South Indian Railway.
Dated—London, 4th June 1897, No. 192.

The paragraph under this heading in Board's letter No. 189, of 15th April 1897, will have enabled you to reply to the reference from the Government of India as to the proposals relating to this railway made by Messrs. Best & Co., conveyed in your letter of 28th April, No. 531.

Order—No. 426 R., dated 1st July 1897.

Ordered to be forwarded to the Government of India in continuation of paragraph 5 of letter No. 277 R., dated 22nd April 1897.

Endorsement—No. 427 R., dated 1st July 1897.

Forwarded.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 22nd July 1897, No. 753.

In continuation of my letter No. 745, dated 20th July 1897, I have the honour to inform you that I have received the following telegram from the Managing Director:—

"Even assuming some delay in commencing work, Board are willing to undertake *en bloc* the three lines—Madura-Pamban, Palghat-Dindigul, British portion Tinnevely-Quilon—as integral portions of South Indian; also construct Travancore portion at cost and work same at 50 per cent., provided first two years' maintenance charged to Capital. Communicate Government to ensure consideration Simla conference in August."

2. I presume this telegram is in reply to the message I wired at your request, and of which I sent you a copy in my letter above quoted, although it does not deal specifically with the matter raised in Government of India letter No. 837 R.C., dated 20th May 1897.

3. Will you kindly communicate the Board's telegram embodied in the first paragraph of this letter to the Government of India in time to admit of its consideration at the approaching railway conference.

Telegram from—The Secretary to the Government of India, Public Works Dept.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 14th July 1897, No. 1192 R.C.

Your letter, numbered and dated as follows: 427 R., 1st instant. Please expedite reply to my letter numbered and dated as follows: 837 R.C., 20th May last, paragraph 2, Madura-Pamban.

Telegram from—The Joint Secy. to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—23rd July 1897, No. 17 B.

Your wire 1192 R.C., 14th instant. Agent, South Indian, has received following wire from Board. Begins. Even assuming some delay in commencing work Board are willing to undertake *en bloc* the three lines—Madura-Pamban, Palghat-Dindigul, British portion Tinnevely-Quilon—as integral portions of South Indian; also construct Travancore portion at cost and work same at 50 per cent., provided first two years' maintenance charged to Capital. Communicate Government to ensure consideration Simla conference. Message ends. Views of this Government shall be communicated as early as possible.

Telegram from—The Consulting Engineer for Railways.
To—The Agent, South Indian Railway, Trichinopoly.
Dated—Madras, 29th July 1897, No. 69 C.

Your 753, 22nd instant. Please wire whether your Board will consent to offer being held good if accepted in respect of each line separately.

Telegram from—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 31st July 1897.

Your 69 C., of 29th instant. Managing Director telegraphs. Message Board would take Pamban line to begin with and the others either now or when called upon on the terms of offer, of which the object is to secure to this Company three lines mentioned. Message ends.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 30th July 1897, No. 776.

Referring to your telegram No. 69 C., of yesterday, which ran as under:—

"Your 753, 22nd instant. Please wire whether your Board will consent to their offer being held good if accepted in respect of each line separately."

I have the honour to inform you that the following telegram was despatched yesterday to the Managing Director of this Company in London.

"Wire if Board consent their offer being held good if accepted in respect each line separately."

To this I have received a reply, of which I subjoin a copy, and which I communicated to you by telegram this morning:—

"Board would take Pamban line to begin with and the others either now or when called upon on the terms of offer of which the object is to secure to this Company all three lines mentioned."

ORDER—No. ⁵²⁹/_A R., dated 5th August 1897.

Ordered that the Government of India be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—5th August 1897, No. 530 R.

In continuation of the correspondence ending with my No. 427 R., dated 1 July 1897, and in confirmation of my telegram No. 17 B., dated the 23rd July 1897, I am directed to forward, for the orders of the Government of India, a copy of a letter from the Agent, South Indian Railway, No. 753, dated the 22nd July 1897, submitting certain important proposals for the construction and working of the Madura-Pamban, Tinnevely-Quilon and Palghat-Dindigul Extensions; and, with reference to the view only of these projects, to communicate the following remarks as embodying the view of the Government of Madras. The other projects shall form the subject of separate communications.

2. A reference to my letter No. 332 R., dated the 10th May 1897, which dealt with the general railway programme of this Presidency, will show that the Madura-Pamban line was placed near the top of the list giving the order in which it was preferred that the several projects referred to therein should be commenced; because, expressed in paragraph 7 of that letter, it is considered by this Government to be

of the most important in the interests of the development of this Presidency. Again, in my letter No. 277 R., dated the 22nd April 1897, the Government of India were strongly urged to commit the construction and working of this extension, if not to the South Indian Railway themselves, at least to a Branch Line Company subsidiary to them, with a view to the avoidance of the many difficulties inseparable from the intervention of an independent and comparatively small interest in a main through line of communication.

3. His Excellency the Governor of Madras in Council does not lose sight of the disadvantage attaching to the method now proposed by the South Indian Railway Company for financing this extension, namely, that if it is to form an integral part of the South Indian Railway it must wait for a place in the Railway programme for all India. A reference to the Honourable Mr. Trevor's Memorandum, dated the 26th March 1897, leads this Government to fear that if it has to wait for a place its chances of being constructed in the immediate future are but small. I am desired, however, to urge that, if circumstances should arise which would render it possible to give a very early place in the programme to the Madura-Pamban extension, it may be borne in mind by the Government of India that this Government would much prefer that it should be constructed as an integral part of the South Indian Railway, out of, presumably, State Guaranteed Debentures, than that it should be constructed by a Branch Line Company, however intimately connected with the parent line.

4. Failing the possibility of compliance with the wish of this Government as expressed above, His Excellency the Governor in Council would adhere to the opinion already expressed that it is much to be desired that every encouragement should be given to the South Indian Railway Company to form a Branch Line Company subsidiary to itself, with, as pointed out in paragraph 3 of your letter No. 837 R.C., of the 20th May 1897, no other financial connection with the parent Company than through the rebate clauses of the Resolution No. 514 R.C., of 17th April 1896.

I have the honour to be,

Sir,

Your most obedient servant,

FRANCIS J. E. SPRING,
Joint Secretary.

Copy.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

Her Majesty's Secretary of State
for India.

No. 31 Railway.

Dated Simla, the 5th June 1894.

Received

MADURA-PAMBAN RAILWAY.

Grant to Messrs. Wallace Bros. of London of
a preferential right to construct the line.

G. C. Press, Simla.—No. 250 P. W. D.—30-5-94.—80.

4. We would add that the results of the survey of Palk's Straits will not be known before the middle of 1895, as the soundings cannot be sufficiently completed by an earlier date.

We have the honour to be,

SIR,

Your most obedient and humble Servants,

(Signed) ELGIN.

" GEO. S. WHITE.

" ALEX. EDW. MILLER.

" H. BRACKENBURY.

" C. B. PRITCHARD.

" J. WESTLAND.

" A. P. MACDONNELL.

Enclosure of Despatch No. 31 Railway, dated 5th June 1894.

No. 1404-C., dated Madras, 30th March 1894.

From—F. R. UPCOTT, Esq., Joint Secretary to the Government of Madras, Public Works Department, Railway Branch.

To—The Secretary to the Government of India, Public Works Department.

In reply to your letter No. 119-R. C.,* of 5th February 1894, asking for an expression of opinion by His Excellency the Governor in Council on Messrs. Wallace Bros.' proposal to connect the railway systems of India and Ceylon, I am directed to say that His Excellency the Governor in Council considers the scheme taken as a whole to be worthy of support, provided that—

- i. The concession asked for includes the whole project, that is, the bridge across the isthmus, as well as the railway on both sides thereof, subject to the consent of the Ceylon Government. On the Indian side the route from Madura to Pamban would be preferable to that from Tanjore to Pamban.
- ii. The scheme shall not unduly interfere with Sir E. Reed's proposal for a canal and port. The construction of a swing bridge at the Pamban Pass would probably meet the above proviso.
- iii. No guarantee shall be required.
- iv. A limit of two years shall be given to carry out the requisite examination of the route over Adam's bridge and to raise the necessary capital.

Document accompanying.

Copy of letter No. 1404-C., dated 30th March 1894, from Government of Madras.

All communications
should be addressed
to the Secretary.

R.

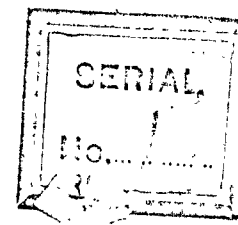
4/7.

No. 578 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction



Simla, the 27th June 1894.

The under-mentioned papers are forwarded
to the Joint Secretary to the Government of Madras,
Public Works Department (Railway Branch) for
information with reference to his letter No. 14046
dated 30th March 1894.

By order,

J. H. Munn

Under Secretary.

Documents referred to.

Copy of despatch No. 31 Railway dated
5th June 1894 from Government of India to
Secretary of State, and enclosure.

Madura-Pamban Railway

Grant to Messrs. Wallace Brothers of
a preferential right to construct the projected
line on certain specified conditions.

No. 81
4820/94

Enclosed
Recd 4.7.94

His Excellency the Governor

Mrs W. P. P. P.

Mrs W. P. P. P.

Mrs Col. P. P. P.

I think very good reasons have been advanced in the note for crossing the Vizai by a bridge at Paramkudi, and then keeping along the S. side of the river - instead of going northwards, and getting mixed up with the chain of tanks and waterways wh. that route would involve. I suppose we must accept the dictum laid down by all those who know the Madras district - that the line must be made through Sivapunga - although I must confess that looking at the line as the eventual through route to Ceylon this deviation looks somewhat clumsy. However if this line is made, perhaps it will be found possible at some future time to run a line due north from Sivapunga through Pudukota to Tanjore, & make this the main line from Madras to Ceylon.

India should be asked to let us know exactly what stage the concession to Messrs. Wallace has reached - and whether they are going to drop it or not. Meanwhile Captain Shelley should see these papers - and should certainly make all

Madras P. M. Govt. No. 4990

SERIAL No. 4990

The project is submitted for remarks & orders -

The main point at issue as to the location is that between Paramagudy and Rannak - and I have explained my reasons for preferring the Bridge at Paramagudy to the Canal way at Rannak -

The question of having a branch up to Sivapunga when this becomes the main line to Ceylon has not been considered this may be perhaps deferred till that event takes place -

From letter 01 R of 94 dtd 5 June I infer that Wallace Bros of London have the concession up to June 96 -

As it is unlikely that India will find the capital for this project which has such great possibilities should go up at once to the Govt. of India to ascertain whether the concession has been granted - for if not

the new agent of the S.
S. Ry should be consul-
ted as to his sound policy
it up at once - passing
a bill thro' Parliament
to enable debentures etc
issued (a bill arrange-
ments as the Secy of State
& the Company may see
fit) for its construction.

Perhaps it would be
better to ask India to
voluntarily whether the
concession has been given
before sending the project
up so that the new agent
Capt. Stacey may see it
on arrival here early in
November

Dec 31/95

The 3 million sheets of
the survey are forwarded.
The detailed plans are in
my office.

The preliminary arrangements for
getting his Board placed in a position
to issue debentures - for the construction
of extensions (I should say - generally -
for I do not see why they should not
make the Trivernellie - Ambur line - or
at all events the British part of it.)
We are now told (by Col. Fraser) that
the Govt. of India are not going to
find any money for the Madras Road
for some time to come - with the exception
of the Madras - Begn'da line - and we
must therefore get our two railways
the Madras and the South Indian
equipped with powers to issue debentures
for the construction of the various
branch lines which experience has
shown to be urgently needed. If they
don't do this, all railway extension
in this part of the country will
come to an absolute stand-still.
Therefore let them both be added
to be up and doing.

JG

W

5/11/95

2 Nov.

Now that both routes with
had have been so carefully
examined, I am quite satisfied
to accept the decision
that the route is the best
for the purpose.

So am I

P

B/-

No 742. R dated 7.11.95
Walter Riddie

I am directed to report
that the Madras Railway
project has been submitted
to the Govt. of Madras
and that it will be for-
warded after the arrival of
the South Indian Ry agent
from England, whom the
Govt desire to consult in
2. Pending its submission
I am to inquire, with re-
ference to despatch No 5
of 94 of 5 June 94 from
the Govt. of India to the
Secretary of State, whether
provisional
the concession to Messrs
Wallace Bros mentioned
in para 3 has been
granted.

3. As the matter is urgent
I am to suggest a re-
ference by wire to the
Secy of State, should the
Govt. of India not be in
possession of the exact
state of the case -

Dec 7/95

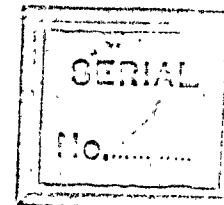
Documents accom.
- Nil -

Fair despatch in R. office
on 7.11.95

Special

All communications
should be addressed
to the Secretary.

No. 1442 R.C.



GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

To

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

Calcutta, the 21st November 1895.

Sir,

With reference to your letter No. 742 R., dated
7th November 1895, I am directed to inform you that the
Right Honourable the Secretary of State has granted a
provisional concession for two years, expiring on the
26th July 1896, to Messrs Wallace Brothers for the forma-
tion of a Company for the construction of the Madura
Pamban railway.

I have the honour to be,

Sir,

Your most obedient servant,

J. H. Wilson

Under Secretary.

Documents accompanying :-

Nil.

B.B.S.

B.B.S.

No. 742 R. dated 7.11.95

to be 11/11

Recd 27/11

But is there any reason
 why the S. I. R. should
 not go on with their bill
 enabling them to raise
 money if required for
 other extensions?
 Suppose Messrs. Wallace
 scheme breaks down - the
 S. I. R. ought to be ready
 to take up the scheme
 on their own account - &
 they will take quite up
 to July to get their
 bill through.

to
 28 Nov

Laguer - But surely
 it is too late for this year -
 Haven't private bills to be in
 the bill office by the end of Nov.
 or thereabouts?
 JH

30/11/95

Learn

JH
 3/12/95

23/12

about S. I. R. was
 written to D.O. can be done at present -
 bodying this collection
 between the two

The enclosed letter from
 the Gov. of India shows
 that nothing can be done
 by the South Indian Ry
 to undertake the construc-
 tion of the Madras Pan-
 am branch till the ex-
 piring of the concession to
 Wallace Bros on 26 July
 1896 - and that should
 they form the company
 before that date - our re-
 presentations will have
 been in vain -

I have written the Agent
 of the South Indian Ry
 giving him the substance
 of this letter so that his
 Board may know the
 present state of the case -

when I last heard,
 Capt. Shelley informed me
 that Mr. Shelford the eng.
 to Wallace Bros was of
 opinion that the company
 would be formed -

Nothing further can
 be done at present -

Yours 27/11/95

John Eschering the former
 Secy W. Bliss
 Secy W. Foxe.

P.W.C.

Dec 27/1

- (i), Madura Tambora Ry. Project
- (ii), Preliminary Report on Inds. Ceylon Ry.

H.E. in Govt.

The files on the above projects are submitted to H.E. for perusal. In connection with the case of the Tanjong Rags about 1900.

With ref. C (i), it will be noticed that Madura Tambora Project is apparently being up to 26.7.96, the date on which the Commission given by the Secy of State to Messrs Wallace Bros. expires (See Slips A & B.). I am not aware whether the S.I. Ry has to make any arrangements to make it take up the work if desired to do so, should Messrs Wallace Bros. fail to do it (See dated Wanchin. remarks Slip C) but I am asserting if desired.

I think a communication in this sense should be addressed to S.I. Railway.
H.H.

A.R. P.D. F.
1 sec 10000
call for
M.C.
2/1/97

With ref. C (ii), it will be observed that a provision has been made to commence further work on Ceylon Port. when the result of the Survey of Palki Strait has been received.

R 23.5.96

ans 27/11. 23/12

received. (See Shp M & N). The
two charts of the survey were
received last December (see
Shp O). But they only include
Palk Strait proper. (i.e.
from P. Calcutta to P. P. P. &
Delft Island) & do not extend
so far south as Adam Bridge.
Consequently they are of little use
for the present purpose.

Order on the map of the Strait
as to whether any further action
is to be taken? Not at present. T. H. H.

It is of course extremely important
to form any opinion as to the
relative merits of the two alternative
proposals made by Mr. Waring &
Mr. Shadwell for taking a railway
along Adam Bridge (see their
written reports in the case) until
a paper survey has been made &
careful observation of the current
taken for a considerable period. It
seems to 2 men a matter of
an evening's work at present.

CVH

29/4/96

Office of Cons. Eng. for Ry.
Ostacamm
May 23rd 1896

My dear Shelley

I find a note of Deane
in a file to the effect that he
wrote to you about 3/12/95 asking
if your company would be
ready to take up the Madras
Pamban Railway if the
present Concessionaires (Messrs
Dabbs Brothers) do not float
it by the time their concession
expires in July. i.e. if arrange-
ments have been made to
get an act of Parliament to
enable your company to raise
the money.

But I find no reply in the
file. Will you please let me
know

know by return of post if possible, how the matter stands for Mr. E's information as he is anxious that no unnecessary delay should occur in railway extensions

Yours sincerely
(Signed) C. W. Hodson

To,
Capt. A. D. G. Shelley
Agent S. I. Ry.
Trichinopoly

South Indian Railway Company, Limited.
Trichinopoly May 25th 1896

My dear Mr. Hodson,
Your letter of May 23rd has just reached me - I explained to Mr. Upcott and H. E. Lord Venkatesh that I did not think an Act of Parliament necessary if (1) the Secretary of State allowed the cost of the Madurai - Pamban Ry to be included in the capital of the undertaking (2) the S. I. Ry Coy raised the capital outside their Contract. The Act would be necessary if the Company undertook to guarantee interest (from our profits) on capital raised by an independent Company

considered. I have no intention of speculating on their share of the S. I. Ry. earnings - If the Board take up the Madurai - Pamban line I fancy they will raise their own capital.

I am sorry I am unable to give any information as to whether the Board intend to press for the M. P. Ry to be given to them. I have sent home all the messages Mr. Upcott gave me. I have strongly recommended the proposal but so far I am quiet on the subject regarding the Board's action. I doubt whether they will do anything before Wallace Bros' conversion lapses. However I will take up the question again when writing home to-morrow from Cape Colony

It will be strange from Cape Colony believe that it is by no means certain that the Board of the S. I. Ry will take up the job, although the Agent himself is inclined to personally in favour of it.

CW
27/5/96

Madras Pamban Ry

In accordance with H.E.'s
remarks of 22.5.96, I wish
to inform Mr. C. P. Shetty
Agent, S.I. Ry, and his wife
is attached

To
H.E. Mr. Gov.
Mr. Mr. Blair
Mr. Mr. Rose

See
5.11
4.5.96

The Mr. Shetty & H.E. &
C. P. Shetty and in
accordance with the verbal orders
a draft of Govt. of India on
the subject is attached for
approval

It will be observed from
C. P. Shetty's letter that it is
by no means certain that the
Board of the S.I. Ry will take
up the job, although the Agent
himself is inclined to ^{be} personally
in favour of it being

C.P.M.

27/5/96

Capt. A. D. G. Shetty
Agent, S.I. Ry
Trichinopoly

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

Siinda

Coty. the 11th June 1896.

SIR,

I am directed to
invite attention to my
N^o 793 of 23.11.95, ~~and~~
in forwarding the plans &
Estimate for the Madras
Panambur project and
~~for making a new line~~
making certain recommendations
on the subject, and to
enquire how the matter stands
and whether this Government
can do anything to forward
the same

(2) I am to add that
H.E. the Governor in Council
considers that it is my desire
that this line should be
undertaken at as early a

India's reply to this
is N^o 1027 RC, dt
14.7.96. N^o 9 Case
M. P. By Messrs Wallace
Bates & Messrs Toller &
Sons Proprietors.

To
H.E. the Gov^r
Hon. Mr. Palmer
Hon. Mr. Gurney
for approval

22/5/96
2.9.96
W
5/11/96

Jg

7/6/96

5/2/96

clear in front, and the,
an Hagan Keller Bros.
Concession will expire on
26 July 1896, it will come
down to open negotiations
with the S.I. Reg. when it is
intended to extend the period
of the concession since it is
there is not the case.

C. R. M.
27/5/96

See 10/5/96

Documents accompanying:-
Nil.

Madura-Pamboan
Railway Project

Bf No 502 R dated 11.6.96

42. 18. R 4/8
4/11/96

SERIAL
No.

Tuchinopoly,
July 6th 1896.

My dear Mr. Hodson,

My Managing Director has written to me D.O. that Messrs Waller Byers, the holders of the Madura-Pamboan concession have associated themselves with a firm of good standing, and that it is expected an application would be made and granted for an extension of the concession. This information was given semi-officially to the Managing Director by the India Office, and he wishes me to treat it semi-officially. Under these circumstances my hands are tied, but I write to ask you whether it would be possible for H.E. The Governor to oppose the concession being extended. I would suggest that perhaps a wire to the Secy of State asking that the present concession should not be renewed might effect the desired result. If Waller Byers are allowed the extension, the construction of the line may be considered indefinitely postponed. Of course under the circumstances my Board are unable to take any active measures towards raising the capital required for making the line, and this threatened action of the India Office has delayed the whole business.

Opinion, on 20/7/96 -
793 R of 23.11.95 (Ship A) has been commented to the Secy of State. It has been said to be one of the main of the Govt.

28/11

Madras - Pambam Ry

SERIAL
No.

To

H. E. the Governor
British W. India
K. W. India.

Cape Shelley. Agent. S. I. Ry. informs me (see attached demerit letter) that he has privately that there is very probability that Green Waller Bros. will ask for, and perhaps obtain, an extension of the concession for the Madras Pambam Ry. and he points out the fact that an extension will probably simply hang the matter up for a year or two more, & suggest a wire to Secy of State opposing any extension.

This Govt. has already (on 509 B of 11.6.96. Ship H.) informed the Govt. of India that it expects the Green Waller's concession will not be extended. But ~~the~~ as we do not know what action India has taken, or whether this has been communicated to the Secy of State, or not. (I was about to telegraph to India & remind on this & other letters. But will now wait till the answer comes from Cumbria.) But in all probability the former opinion, as strongly expressed in P.O. 793 R of 23.11.95 (Ship A) has been communicated to the Secy of State, & he must be aware of the views of the Govt.

E. 1/2 R 4/1

1/2 R 4/1

Walter Waller Bros' concession
expires on 26th of this month (See
Slip B, and its terms have
not been definitely communicated
to us, but on previous there
set forth in the Gov. N 1454 C
of 20.3.94 (Slip G) If the
terms include "no guarantee"
it might be deemed not to
interfere. But it is very important
that this should be the case.

If however there is a guarantee
it is pretty certain £ 2 a sterling
guarantee, and not likely £ 2 for
a less amount than that the S.I.R.
would claim, and if so I fully
agree with the opinion already
reached that it would be profitable
for this time £ 2 constructed by the
S.I.R. within this by any other outside
Co.?

The unfavorable terms & time I
upheld in a previous note about the S.I.R.
Examiners, as not agree to the S.I.R.
as for all new Capital raised by the Co?
the interest payable by the State is 5%
calculated at the current rate of exchange, and
when the present contract is terminated
(any time after 1910) the Company Capital
will be repaid at par. The only
condition unfavorable to the State that I
can find in the S.I.R. Contract is that
the State guarantee 3% for new capital

whereas in the present state of the market.
It might prove for itself at 2½ %
2¾ %

Order an English Official Union
any special action in 22 before
either to Gov. of India or to the Sec.
of State. If anything is telegraphed
to the latter I would suggest that
it might be well to recommend that
Mr. Upcott should be sent for to
explain the views of the Gov.
e.g. such a telegram as this

I think the telegram should be sent -
and direct to the Sec. of State. I
would propose the inclusion of the
words "fearing it would result
in further delay". I think also
that the name of para. 5 of
G.O. 793 of 1895 should be
added.

slip A

ASH
13.7.96

"Deprived Extension Waller's"
"concession Machine - Pambam."
"Upcott - Constitutional Club con-"
"cession"
or it might be more in accordance
with official etiquette to ask Gov.
of India to telegraph to the Sec.
of State

C 21

7266

Drop Telegram to Sec. of State put up an answer
with the E's instruction.

It is however suggested for consideration whether it
would not be desirable to omit the words underlined in blue,
as the inclusion of the words "English project" in the concession may
give Waller Bros. an excuse for further delay which might interfere with the
Ceylon Gov. (who would give a concession to anybody) & signing with Adami
Bridges. And in the meantime the State will get the Mason Pambam
which is even more urgent.

Also the note marked in red pencil might be omitted as the
Indian Gov. will surely know Mr. Upcott's address or his agents
14/7/96

Madura. Pamban Railway
Project

Circulate for approval

(3) H.E. in Governor

(1) Mr. W. B. Blair

(2) Mr. W. Gore

Please see attached note
before approving

CRB
24/7/96

Not omit the underlined
in blue. Otherwise I approve

MP
14/7/96 JG
14/7/96

5.15
15.7.96

Not
C. 100.9.96
informe - see draft
15/7

15.7.96
15/7

Draft Telegram
No. 17

Vacivior (From Government
of Madras to Secretary of State
for India)

London

Pampinas (We deprecate)

Oxalmium (extension of the
concession) Wallace Brothers

Madura Pamban unless
for India Ceylon project Dig-

nitas (in its entirety) Con-

fingo (we fear that it may

lead to) Pegridis (further

delay) Apodixis (we beg

to recommend that) Ri-

mentum (you should consult)

Upcott Ubertabo (now at home

on leave) Abiegnos (his address

is) Constitutional Club.

C

19/7/96 R

Special

Madura. Pamban Railway
Project

R. Form No. 14.

No. 620.28

SERIAL
No. 3

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Secy to the Govt of Madras

Sir

To
H.E. the Governor
for approval

Copy, this 18th July 1896.
Sir In cont of my No 509 P of
11.6.96, to which no reply has
yet been received, I
am directed to inform

you that a telegram (copy
attached) has been sent to
the Secy of Rail works and
asked to expedite the concession
to Messrs Waller Bros. for
the Madras Pamban Ry.

(2) This was through details
from private information
has been received from the
the effect that Messrs Waller
Bros. were seeking a further
extension, and it seems
probable that such would only
result in the construction of
the M. P. Ry being still further
delayed.

(3) Mr. Roberts, who is

perhaps, is fully aware of the
news of the fact, as already
communicated to you, and if
he is consulted by the Secy of
State will be able to explain
matters thoroughly.

C

197

Document accompanying:-

~~18.7.96~~

Copy of telegram
to Supt

No. 643R

Government of Madras.

PUBLIC WORKS DEPARTMENT.

To

grab-
The Under Secy of State for India
India Office, London.

28th July 1896.

SIR,

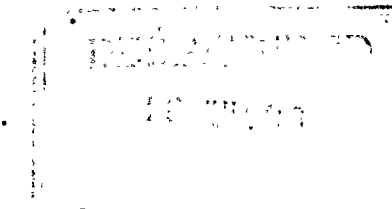
I am directed to inform you that the following telegram was despatched to the Right Honorable the Secretary of State for India on the 15th July 1896.

"We deprecate extension of the concession
"Wallace Brothers Madras-Pamban. We fear
"that it may lead to further delay. We beg
"to recommend that you should consult
"Upcott now at home on leave. His address
"is Constitutional Club."

CMM 20/7

DR.

2. It was sent in reply to the following telegram from the Secretary of State.



Madras-Pamban
Railway Project

B/
N. 620. Dated 18.7.96

2.86 A.77 22/7

I have the honour to be,

Sir,

Your most obedient Servant,

Secretary to Government, P.W.D.

Enclosure No. 1 to Railway despatch No. 8 of 1896.

No. 793 R., dated 23rd November 1895.

From—The Joint Secy. to the Govt. of Madras, P. W. Dept., Ry. Branch,
To—The Secretary to the Government of India, P. W. Dept.

In continuation of my No. 742 R. of 7th November 1895, I am directed to forward the report, plans, sections and estimate of the Madura-Paumban project with a note by the Consulting Engineer.

2. This project is submitted with the fullest support of this Government as it is clearly shewn that it is an exceptionally cheap line to build and has much greater possibilities than the Mayavaram-Mutupet branch which already returns $4\frac{1}{2}$ per cent. on capital expended. Should it, however, be decided to make this branch a part of the main through line to Ceylon, the town of Sivagunga could be served by a branch and the main line taken more directly between Madura and Paumban.

3. With reference to this extension, I am to say that it is the opinion of His Excellency the Governor in Council that it is highly desirable that it should be constructed by the agency of the South Indian railway rather than by a private firm.

4. This opinion has been consistently advanced by this Government for extensions of the Madras railway, and seeing that most of the southern main lines of India are already constructed, the same policy should, it is thought, be adopted in the case of the South Indian as well as in other large companies.

5. It will be noted that letter No. 1404 C. of 30th March 1894, from this Government, laid especial stress on the offer to Messrs. Wallace Brothers being made to cover the whole project between Madura and Colombo including the Adam's Bridge connection as it was considered undesirable that a private company should have concessions of short branches leaving the construction of the least profitable and most expensive work to the Government.

6. This Government is anxious that this point should be again impressed on the Secretary of State, and I am to request that this letter be laid before him, and that he be requested by telegram not to grant provisional concessions for portions of the Madura-Colombo project.

7. It is not understood whether the concession to Messrs. Wallace Brothers mentioned in para. 3 of despatch No. 31 of 1894, to the Secretary of State, was intended to apply to the whole or part of the project; if there is any uncertainty therefore about this, I am to ask that the views of this Government, as expressed above, may have full consideration so that the South Indian railway may have the opportunity of undertaking this highly desirable and profitable branch at an early date.

Annexure No. 1.

MADURA-PAUMBAN RAILWAY SURVEY.

Note by the Consulting Engineer for Railways.

1. Location.—The orders given by the Madras Government were that the line should run from the South Indian railway main line on the left bank of the Vaigai river generally, following the road to Sivagunga, thence to Mana, Madura and Paramagudy, from whence two routes were to be examined either crossing the Vaigai at Paramagudy, or keeping to the left bank and crossing the Vaigai at Ramnad. The Paumban channel and island to Ramesvaram to be examined but not surveyed in detail. Mr. Turner, Collector of Madura, to be specially consulted.

2. The previous history of the former surveys, and the reasons given for adopting the Sivagunga route, are given in the report, which, with the plans and estimate, is submitted in a very complete form.

3. The alignment from Paramagudy to Ramnad on the right bank of Vaigai has been chosen in preference to that on the left bank. Mr. Shadbolt, however, does not compare the advantages of a bridge across the Vaigai at Paramagudy with a causeway over the same river near Ramnad which has been strongly advocated by the Honourable Mr. Bliss and the Honourable Colonel Pennycuik.

4. I am strongly in favour of a bridge across at Paramagudy instead of a causeway near Ramnad, for the following reasons:—

Mr. Shadbolt points out that the Periya Kanuvayi tank has been constructed where the river originally divided into three channels; moreover, any line passing to the east of this tank crosses all the drainage nearly at right angles, and to render the line secure it should be lowered as a causeway for a distance of about $1\frac{1}{2}$ miles in three places (see Index section sheet No. 3, marked in red), if not for the whole distance.

43 R of 28-7-96.

22/11/97

5. The cost of a metre-gauge line causeway as put in near Trichinopoly and elsewhere is about Rs. 30 per foot run as compared with the bridge which is Rs. 160 per foot run, therefore the causeway should not exceed five times the length of any bridge it is intended to substitute. In this the Paramagudy bridge is estimated to cost Rs. 85,000 against Rs. 2,70,000 for the causeway, but I consider Mr. Shadbolt's estimate of the discharge of the river 18,370 cubic feet per second as against Mr. Geoghegan's estimate of 36,500 cubic feet, too low, and prefer increasing the 520 feet of waterway to 600 feet, which, at Rs. 160, is Rs. 96,000. Even thus it is only about one-third of the cost of a causeway such as I believe would be necessary. There is nothing to show in Mr. Geoghegan's report how the discharge was arrived at. Mr. Shadbolt provides for bridging the channel which is here very well defined, and the existence of mud walls along the banks show that this river does not overflow its banks.

6. The length of the two lines are nearly equal, 24 miles; but near Ramnad the northern line will have to cross the drainage of the country to reach the town, while the southern line is located parallel to the drainage and follows the road, affording a good site for the Ramnad station.

7. As a minor point in the alignment near Madura, I think it will be necessary to construct the triangle, as the engine-changing station will be at the present South Indian railway Madura station, and the question of running through trains from Madras or local ones from Madura cannot be decided for some years.

8. *Gradients and curves, construction and engineering*—Call for no remarks, except that I approve of the type of permanent way, namely, 50-lb rails on 70-lb cast-iron pot sleepers.

9. The rates for stone-work of all kinds are, I think, too low, considering the long lead, and they should be increased by 10 per cent. The cost of the land also appears insufficient.

10. *Traffic*.—I do not agree that either the Jalarpet-Podanur or Cuddalore-Madura sections of the Madras and South Indian railways, respectively, are so comparable under this head as the Mayavaram-Mutupet branch which also agrees closely with this line as to its capital cost per mile. The cost of the Mayavaram-Mutupet line is up to date Rs. 24,17,000, that is, Rs. 44,760 per mile. Its earnings for one year, September 1894 to September 1895 (after being opened six months), average Rs. 86 per mile week, this is 10 per cent. on the capital which at net receipts of 145 gives 4½ per cent. This may certainly be expected, and, in addition thereto, is the passenger pilgrim traffic to Ramesvaram.

11. Taking into consideration the extra waterway required over the Vaigai and the low rates for stone-work, I consider the line will cost Rs. 43,000 per mile, or Rs. 43,00,000. It must be remembered that the Mayavaram-Mutupet line was laid with second-hand permanent way, costing Rs. 12,500 per mile, and the bridging Rs. 18,200 per mile, as against Rs. 5,000 and Rs. 23,300 per mile, respectively, in Mr. Shadbolt's estimate.

12. Mr. Geoghegan's estimate for 1887 for the southern route is here given by mile for comparison with the remark that the former was an approximate estimate—

Rate per mile.

	Shadbolt. Rs.	Geoghegan. Rs.	Difference. Rs.
Preliminary expenses	400	1,000	+ 600
Land	1,000	4,000	+ 3,000
Construction	9,000	13,000	+ 4,000
Ballast and permanent way	23,000	20,000	- 3,000
Stations and buildings	3,500	6,500	+ 3,000
Plant	300	2,000	+ 1,700
Rolling stock	...	8,000	+ 8,000
Establishment	4,000	5,000	+ 1,000
	41,200	59,500	+ 18,300

13. Mr. Shadbolt has examined the country beyond the Paumban pass, Island of Ramesvaram, Adam's bridge, and Manar Island.

Mr. Waring, Chief Engineer, Ceylon, has also investigated the same route.

Comparative estimate of cost.

	Mile.	Shadbolt. Rs.	Waring. Rs.
Paumban Strait Reef	1	10,50,000	4,50,000
" Swing Bridge	0	3,00,000	
Ramesvaram Island	20	10,00,000	9,50,000
Adam's Bridge	21	2,49,00,000	2,55,00,000
Manar Island	17	8,50,000	9,00,000

The Government of India has been addressed forwarding the note and suggesting that a detailed survey should be undertaken as soon as practicable, and criticism of the project is deferred until the detailed survey has been completed.

MADRAS;

F. R. UPCOTT

The 29th October 1895.

Consulting Engineer for Railways.

G. I. C. P. O.—No. 1199 P. W. D.—1-2-96—80.—N. C. D.

Enclosure No. 3 to Railway despatch No. 8 of 1896.

[The information in this Notice is to be carefully considered, noted in the Sailing Directions, and compared with the Charts when the ship is navigating in the locality to which it refers.]

Hydrographic Notice. [No. 2 of 1895].

PALK STRAIT.

The following remarks relating to Palk Strait are derived from the survey in 1895 by Commander C. F. Oldham, R.N., and the officers of the Marine Survey of India.

[All Bearings are Magnetic. Variation in 1895 1° E.]

PALK STRAIT, so named after the Dutch Governor who first navigated it, separates Ceylon from the south-east part of the peninsula of Hindustan and at its entrance, between Point Palmyra and Point Calimere, is about 34 miles in width. The old Dutch navigators mention three passages through the strait, the southern one of which, between the north coast of Ceylon and the shoals to the northward, is the original Palk Strait. To the south-west, Palk Strait opens out into a considerable sheet of water, stretching about 60 miles in that direction, and about the same distance further to the south-east, known as Palk Bay having over it depths of from 6 to 7 fathoms, with a muddy bottom. Palk Bay washes the north coast of Ceylon on its eastern, and the coast of Tanjore and Madura on its western side.

The islands of Ramesvaram and Manar with their shoal connection known as Adam's Bridge, form a broken breakwater at the head of Palk Bay, dividing its waters from those of the Gulf of Manar; the Paumban Pass between Ramesvaram island and the Hindustan Coast, making a narrow connecting channel.

There are two recognized entrances into Palk Bay; one, between Point Calimere and the northern end of the middle banks, has from 21 to 24 feet of water; the other (Palk Strait proper), between the south banks and the north coast of Ceylon, has a depth of not less than 30 feet at low water when crossing the northern end of the Pedro shoals, in the eastern part of the strait; and near the western limit of the strait, at about 5 miles north-westward of Karativu, there is a clear channel with a depth of not less than 33 feet at low water. There are other places where vessels might cross the banks in depths of 20 to 24 feet, but being out of sight of land there is no guide to them, and therefore they are not recommended.

JAFFNA PENINSULA, the northern coast of which borders the south side of Palk Strait, is the chief of the four districts comprised in the Northern Province of Ceylon, the others being Manar, Mullaitivu, and Vavuniya. Jaffna district had, in 1891, a population of 279,636, chiefly Tamils. Jaffna, the principal town and port, is the residence of the Agent for the Northern Province. The other ports in the district are Point Pedro, Valluvedditurai, Kankasanturai, and Kaits.

Communication.—The town of Point Pedro is connected by telegraph through Kankasanturai, Jaffna, and Manar, with Colombo by the Indian system of telegraphs.

The steamers of the Ceylon Steam Ship Company generally make two voyages each round the Island of Ceylon in a month, one proceeding southward and the other northward round the island. They call at Kankasanturai during the south-west monsoon, or from the middle of February to the middle of October, and at Jaffna during the north-east monsoon. Point Pedro is visited at both seasons.

The British India Steam Navigation Company's steamers call generally at Kankasanturai, during the south-west monsoon on Saturdays, on their return from Negapatnam to Colombo. During the north-east monsoon they call sometimes at Jaffna and occasionally at Kaits.

Mail Coach.—There is a mail coach service between Point Pedro, Kankasanturai, and Jaffna, and between Jaffna and Matali, from which place there is a railway to Kandy.

Trade.—The trade of the Northern Province is carried on through the ports already mentioned, and the ports of Manar, Pesalai, and Vankalai in the district of Manar, and Mullaitivu on the east coast.

Exports.—In 1894 the exports were valued at Rs. 15,61,118, the principal being tobacco, chanks, palmyra timber, elephants, beche-de-mer, and jaggery; other exports are cocoanuts, dried fish, honey and salt.

Imports.—In 1894 the imports were valued at Rs. 33,16,602, the chief being paddy, rice, cotton goods, curry stuff, grain, earthen-ware, jewellery, iron bars, castor oil, and sugar.

THE JAFFNA PENINSULA is low, formed of coral and sand, its northern coast being generally protected by a narrow fringe reef; low coral cliffs and sandhills being occasionally visible. Trees from 70 to 90 feet in height line the northern coast, and can be seen from the deck of a ship, at a distance of about 14 miles.

POINT PEDRO, in latitude 9° 49' 40" N., longitude 80° 14' 50" E., forms the north-eastern point of the Peninsula. The town and port of the same name, where there is a custom

house and several bungalows on the beach, is situated about three-quarters of a mile westward of the point; the custom house with its red roof being a conspicuous mark near the landing place.

The port is open from about the middle of February to the middle of October. During 1894 it was visited by 360 vessels of 32,341 tons. Nineteen country craft of 1,412 tons belong to the port.

Supplies.—There is a native market, where fowls and vegetables can be procured; sheep and bullocks can be obtained by giving notice.

Coast.—From Point Pedro the coast trends west and W. N. W., a distance of 2½ miles to Point Palmyra, then W. S. W. and west 4½ miles to Tondaimanar. A fringe reef lines the coast and extends from a half to one cable from the shore; outside this the water deepens rapidly to the 5 fathom line, which is about 3 cables from the beach. The coast is lined with palmyra and coconut plantations, and a good road leads from point Pedro along the coast to the westward.

VALLUVEDDITURAI, situated 2½ miles west of Point Palmyra, is a port where vessels of from 30 to 250 tons are built. A break in the reef affords good entrance to boats. There is a considerable village and native market where fresh provisions may be obtained.

TONDAIMANAR, situated two miles west of Valluvedditurai, is marked by a cliff 25 feet high, half a mile to the westward of which is the entrance to a backwater which forms a gap when viewed from the northward. From Tondaimanar the coast trends W. S. W., West, and W. by N. to Kankasanturai; the reef along this coast is close to the beach, but the 5-fathom line extends half a mile from the shore; vessels should not approach within this distance.

KANKASANTURAI is the chief port of call for steamers during the S. W. monsoon; they commence calling in February or March and continue until October.

Four vessels of 233 tons are owned locally, and during 1894 the port was visited by 510 vessels of 79,518 tons, carrying paddy and rice chiefly. There is a custom house, the custom officer being Master Attendant for the port.

Two stone piers in ruins will be noticed on the beach, on the western of which is built the lighthouse. A small wooden pier, which can be used by boats during the S. W. monsoon, has been built on the beach. Cargo boats which are anchored off the beach can be obtained for landing cargo during fine weather.

Supplies.—Water can be obtained and fresh provisions if notice is given.

Anchorage may be obtained off Kankasanturai in 5 fathoms sand and mud, with the lighthouse bearing S. S. W., distant 3½ cables; and the rocky point about 1½ miles west of the lighthouse just shutting in the distant point. Vessels are recommended not to anchor to the westward of the lighthouse as the bottom is foul in that direction.

Light.—On the western ruined pier is a column 73 feet in height, coloured white, from which is exhibited, at an elevation of 75 feet above the sea, a fixed green light, visible in clear weather a distance of 14 miles. The light is obscured by trees on bearings north of east.

Tides.—It is high water, full and change at Kankasanturai at 7 hours 35 minutes; springs rise 3 feet, neaps rise 2 feet, neaps range 1½ feet.

The Coast from Kankasanturai curves to the southward as far as Karativu; it is fringed by a coral reef and bordered with palmyra and coconut trees. One-and-a-half mile west of Kankasanturai is a conspicuous cliff 26 feet high, and nearly a mile further is a Roman Catholic Church in course of construction.

Soundings.—Westward of the church the three-fathom line recedes from the shore, and off Matakai (marked by a conspicuous sandhill) is 2 miles from the coast.

Rock.—A patch of coral, with 11 feet of water over it, lies off Matakai with the conspicuous sandhill bearing S. 42° E., distant 1½ miles, and the cliff point near Kankasanturai N. 85° E.; inside the patch the bottom is uneven and foul.

The islands, off the N. W. side of Jaffna Peninsula, extending for 12 miles to the S. W., are a cluster of low coral islands separated by narrow shallow channels, only navigable by boats. Further to the S. W. is Delft Island or Neduntivu separated from the other islands by a good channel, 4 miles broad.

KARATIVU, the northern island of the group, is separated from Jaffna Peninsula by a shallow passage a third of a mile broad; it is a low coral island covered with trees, the highest being on the N. W. extreme. A sandhill 20 feet high with some palms on it, situated on the N. E. point, is conspicuous when viewed from the north-westward. At the entrance to the channel between Karativu and the mainland there are numerous shoals and rocks, closing the channel to anything but boats.

ELUVAITIVU, 2 miles in length S. by W. and N. by E. and about 3 cables broad, lies south-westward of Karativu; it is low and covered with trees about 70 feet high; between it and Karativu is the entrance to the port of Kaits.

Shoals.—A shoal with a depth of 3½ to 3 fathoms over it lies 5½ miles N. 21° W. from the north extreme of Eluvaitivu, in latitude 9° 47' 45" N., longitude 79° 47' 5" E.; another, with a depth of 3½ fathoms over it, lies N. 1° E., distant 4½ miles from the same island in

latitude 9° 47' 30" N., longitude 79° 49' E. Between these shoals and Eluvaitivu are numerous patches composed of hard sand, having depths of 2 to 3½ fathoms over, and with 4 to 5 fathoms between them. These shoals are probably composed of coral covered with sand.

Caution.—Vessels proceeding to Palk Bay or Jaffna should steer to pass about one mile to the northward of the northern shoal.

KAITS situated on the northern side of the island of Velani and south of Karativu, is an open port throughout the year, but the S. W. monsoon is the busiest season, there being then sometimes as many as 30 to 40 vessels in the anchorage at the same time. The entrance lies across the flats between Karativu and Eluvaitivu. Fort Hammonheil is the quarantine station for the port. The port was visited, in 1894, by 460 vessels of 17,475 tons. Country crafts are hauled up and repaired here.

Supplies.—There is a small town, and a limited quantity of fresh provisions can be obtained.

Anchorage.—The small country vessels lie in the outer anchorage in 2½ to 3 fathoms, and discharge part of their cargo before proceeding to the inner anchorage. Steamers should anchor in 4 fathoms sand, with the north point of Eluvaitivu bearing S. E. distant about one mile.

Directions.—Small vessels when making for Kaits harbour from the eastward should, after passing the north end of Karativu, keep about 2 miles from the coast, until Fort Hammonheil, on the S. W. point of Karativu bears S. E. by S., when steer for it until about a mile distant, a vessel will then be in 9 feet, smooth water, and should steer round the fort at a distance of from one to three cables, care being taken, when the fort has been rounded, to keep on the north side of the harbour until past a bungalow there situated. The best anchorage is off the custom house in about 2 fathoms mud.

ANALATIVU, lying to the S. W. of Eluvaitivu, is 2½ miles long by one mile broad; part of the island is covered with trees 70 to 80 feet high. On its north-east and south sides are small islets 15 feet high, which appear to be joined to it when the island is viewed from the westward.

Shoal ground, with 3½ to 4 fathoms water over it, lies 1½ miles west of the north point of Eluvaitivu, and extends southward off the north-west side of Analativu from half to one mile.

NAINATIVU, lies 1½ miles south of Analativu; it is 2½ miles long by half a mile broad, and has trees about 70 feet high on it; it is bordered on its western side by a narrow fringe reef.

Shoal water, with depths of 2½ to 4 fathoms, extends three-quarters of a mile from its western shore, but to the south-west the five-fathom line approaches to within four cables.

DELFT OR NEDUNTIVU, south-west of Nainativu and separated from it by a channel 4 miles broad, is the large island of Delft or Neduntivu. It is 6 miles long north-west and south east with an average width of 3 miles. High trees are situated on its north-east and western sides, in the centre is grass land and low trees about 20 feet high. From a distance to the northward it looks like two islands. It is steep-to, except on the north side where shoal water under five fathoms extends in a point 6 miles to the northward.

A beacon 40 feet high is situated on the south-east side of the island; it marks the site of the station used by the Great Trigonometrical Survey of India when triangulating between India and Ceylon.

Channel.—Between the Neduntivu shoal and the shoal water off Nainativu is a clear channel, one and three quarters of a mile broad, having in its narrowest part a depth of not less than five fathoms.

Directions.—When clear of West Channel, and intending to proceed to Jaffna using Delft Channel steer S. 5° E., fixing the position by using the tangents of the trees on the islands; when at the northern entrance to the channel, the tall trees on the north-east of Delft should be visible bearing south, when steer for them, until the south point of Nainativu bears E. ½ N., then a S. E. course will take a vessel clear into Palk Bay.

Middle Banks.—From a position about 5½ miles S. E. ¼ S. from the beacon on Point Calimere, the middle banks which are formed of hard sand, extend in patches in a southerly direction for 7½ miles, with uneven soundings of from 1½ to 3 fathoms and deeper water between. The shallowest water found was 5 feet on the northern patch, and 10 feet on the second, 6½ and 9 miles distant respectively, S. 18° E. from the beacon on Point Calimere. On the western part of the third patch there is also a depth of 11 feet.

South Banks consist of four shoals with less than 3 fathoms on them, the northern and shallowest with 2½ fathoms on it, lies 13 miles N. N. W. from Kankasanturai lighthouse. The others extend 4½ miles to the southward, and have depths of from 2½ to 3 fathoms water over them. From the south banks depths of 3½ to 5 fathoms extend 12 miles S. W. ¼ W.; to the channel leading into Palk Bay, and to the eastward joining the northern part of the Pedro shoals.

Middle Channel.—Between the middle and south banks is a channel 5 miles broad with a least depth of 3½ fathoms, and in the centre of this channel in latitude 10° 3' 30" N. is a deeper passage, one mile broad, carrying not less than 3½ fathoms; this channel is out of sight of land, therefore latitude is the only guide.

Directions—East Channel is a five-fathom passage across the shoal water connecting the south banks and Pedro shoals. Vessels making Palk Strait from the north-eastward should steer for a position in latitude $10^{\circ} 3' N.$, longitude $80^{\circ} 8' E.$, the tops of the trees between Point Pedro and Tondaimanar will then be visible, and a south course may be steered for Tondaimanar gap, not less than 5 fathoms should be met with in this channel; when the depth increases a course may be shaped for Kankasanturai, or Point Pedro, as necessary.

West Channel.—After passing Kankasanturai, the lighthouse must not be brought to bear east of E. by S. until Eluvaitivu is well open of Karativu, and the conspicuous sandhill at Matakai, bearing S. $36^{\circ} E.$; the shoal off the latter place will then be passed and a course can be steered to enter the West Channel.

At the east entrance to the West Channel with the 20 feet sandhill on the north-east point of Karativu, bearing S. $54^{\circ} E.$, and Fort Hammonheil (which shows out clear of Karativu against the low land of Kaitis), bearing S. $10^{\circ} E.$, a vessel should steer N. $80^{\circ} W.$ 6 miles through West Channel, when a course may be shaped for Delft Channel or Paumban.

Currents—Tides.—During the months of February, March and April, no current was observed in Palk Strait. The tidal streams were very regular, changing every six hours, the flood setting to the eastward, and the ebb to the westward, between the shoals. From the West Channel to Delft Island the tide sets with the general direction of the coast, the flood setting northerly and north-easterly, and the ebb southerly and south-westerly; the strength at springs being nearly a knot.

Wind and Weather.—In Palk Bay, as in the Gulf of Manar, the south-west winds generally commence about the middle of April with fine clear weather. Early in May, the south-west monsoon blows fresh, and continues until about the middle of August, when it moderates, gradually dying away about the end of September; the sky then becomes overcast, and about the 10th of October the north-east monsoon commences, with hard squalls from different quarters, accompanied by heavy rain, thunder, and lightning, which weather continues during the month. The wind then becomes steady from the north-east, but during the months of November, December and January, there are frequent gales and much rain. In the early part of February, the north-east winds take off, and regular sea and land breezes set in which continue until the middle of March, when calms prevail for several days, and the heat increases until the return of the south-west winds in April.

POINT CALIMERE forms the northern point of entry to Palk Bay, and the southernmost point of the Coromandel Coast. A beacon 33 feet high with two arms painted white is situated on the point, and one cable S. S. W. is a steel mast, carrying a light; $3\frac{1}{2}$ cables to the southward and surrounded by water is the ruin of a beacon. About 3 miles westward of the point are the Kodigiri bungalows, formerly much resorted to during the hot weather. At about 5 miles N. by W. $\frac{1}{2}$ W. from the point, and a mile in shore, are two dark looking pagodas, in shape like oblong haystacks, which when in line bear west. A sand bank, dry at low water, inside which trading boats find shelter in bad weather, extends about one and a half miles N. E. by E. of Calimere beacon.

The three-fathom bank extends N. E. by N. and S. W. by S. at a distance of one and a half miles S. E. from Point Calimere, and 5 miles S. S. W. from the point; it then turns westward at about 4 miles from the coast.

Shoal.—In the channel between middle banks and the three-fathom line off Point Calimere, and S. $30^{\circ} E.$, $4\frac{1}{2}$ miles from the beacon, is a shoal with a depth of $2\frac{3}{4}$ fathoms over it; it is composed of hard sand, extends four cables east and west, and is about three cables broad.

LIGHT.—A fixed pale red light, elevated about 55 feet above high water, and visible in clear weather from 6 to 9 miles, is exhibited from a steel mast (about 45 feet high) on Point Calimere. At the foot of the mast is a box painted white which contains the lantern during the day and is a conspicuous object.

Forest Reserve.—At Point Calimere and in the vicinity is a forest reserve, apparently under the control of the Collector of the district. Here are many hundreds of antelope, spotted deer, and wild pig; they are strictly preserved, the officers employed in the survey being refused permission to either land, or shoot in the neighbourhood.

DIRECTIONS.—In rounding Point Calimere from the eastward, by the channel north of the middle bank, and immediately south of Point Calimere, the position of a vessel may be obtained by cross bearings of the two pagodas to the northward of the point, and of the beacon or steel mast; prior to shaping a south-westerly course clear of the three fathom coast bank on the north side, and the detached two-and-three-quarter fathom patch on the south. A depth of more than 21 feet cannot, however, be relied upon. Careful attention must be paid to the lead.

ST. L. S. WARDEN, *Lieut., R. I. M.,*
Officiating in charge Marine Survey of India.

MARINE SURVEY OFFICE;
 Bombay, the 30th July 1895.

G. I. C. P. O.—No. 1199 P. W. D.—1-2-96—80—N. C. D.

Copy.

GOVERNMENT OF INDIA.
 PUBLIC WORKS DEPARTMENT.
 RAILWAY CONSTRUCTION.

To
 HER MAJESTY'S SECRETARY OF STATE
 FOR INDIA.

No. 8 Railway.

Dated Calcutta, the 5th February 1896.

Received

MADURA-PAUMBAN RAILWAY.
Construction by a company.

Survey report and estimates of the cost of construction.

G. I. C. P. O. No. 1199 P. W. D.—1-2-96—80—N. C. D.

308
No. 8 Railway of 1896.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

THE RIGHT HONOURABLE LORD GEORGE FRANCIS HAMILTON,
Her Majesty's Secretary of State for India.

Calcutta, the 5th February 1896.

MY LORD,

With despatch No. 56 Railway, dated 29th June 1893, Lord Kimberley forwarded, for our consideration, an application from Messrs. Wallace Brothers for a concession for the construction of a railway from Tanjore or Madura, or both places, to the boundary of the Indian Empire at or near the island of Ramesvaram in connection with a scheme for connecting India with Ceylon by a railway across Adam's bridge.

2. We replied in despatch No. 57 Railway, dated 12th September 1893, that as Sir E. J. Reed's Ship-canal Syndicate held a preferential right to construct the Madura-Paumban railway, Messrs. Wallace Brothers' application could not be considered until the former withdrew or negotiations with them ended. We were then informed by correspondence accompanying Lord Kimberley's despatch No. 58 Public Works, dated 30th November 1893, that Sir E. J. Reed's Syndicate had no wish to stand in the way of any substantial parties offering to make the railway from Madura to Colombo provided that, in the concession to the railway, due provision was made for the Ship-canal and Rail-road Syndicates acting in concert.

3. After consulting the Government of Madras, who were in favour of the proposal for connecting the railway system of India and Ceylon on certain conditions, we replied, in our despatch No. 31 Railway, dated 5th June 1894, that we had no objection to Messrs. Wallace Brothers being given a preferential right for a period not exceeding two years, to construct the Madura-Paumban line pending a thorough investigation of the complete scheme and provided that their final proposals are satisfactory.

We learnt from Your Lordship's telegram of the 18th November 1895 that a provisional concession for two years, expiring on the 26th July 1896, had been granted to Messrs. Wallace Brothers.

4. We are now in possession of the results of the survey carried out in the cold weather of 1894-95; and enclose a copy of the survey report and estimates of the cost of construction of the Madura-Paumban railway, together with a copy of the letter of the Government of Madras giving cover to the same.

The line will be 100.18 miles in length and the cost is estimated at Rs. 41,77,460, being at the rate of Rs. 41,774 per mile, excluding provision for rolling stock.

We are advised, however, that the line, excluding rolling stock, is not likely to be constructed for less than Rs. 45,000 per mile, but, on the information available, there appears to be reason for expecting that the net traffic earnings will reach to 4½ per cent. on this enhanced cost of construction.

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5. We would, therefore, ask Your Lordship to continue the negotiations with Messrs. Wallace Brothers, and arrange, if possible, for an extension of the line through to Colombo as desired by the Government of Madras. We should add that we have no information available as to the cost or earnings of the Ceylon portion of the project, and that we are not prepared to accept any financial responsibility for that part of the scheme.

6. In paragraph 3 of despatch No. 58 Public Works, dated 30th November 1893, Lord Kimberley desired to be acquainted with the results of the investigation of Palk's Straits which was about to be undertaken by the Government Marine Survey officers; this has only recently been completed, and we now enclose two copies of the chart of the new survey of Palk's Straits, together with two copies of the hydrographic notice by the officer in charge of the Marine Survey of India.

We have the honour to be,

MY LORD,

Your Lordship's most obedient and humble Servants,

ELGIN.

GEO. S. WHITE.

ALEX. EDW. MILLER.

H. BRACKENBURY.

C. B. PRITCHARD.

J. WESTLAND.

J. WOODBURN.

Documents accompanying.

Enclosure No. 1.—Letter from the Government of Madras, No. 793 R., dated 23rd November 1895, with annexure.

Enclosure No. 2.—Survey report and estimates of the Madura-Paumban railway.

Enclosure No. 3.—Hydrographic notice of Palk's Strait.

Enclosure No. 4.—Two copies of chart of Palk's Strait.

All communications
should be addressed
to the Secretary.

SERIAL

No. 1027

No. 1027 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 14th July 1896.

Sir;

I am directed to acknowledge the receipt of your letter No. 509 R., dated 11th June 1896, enquiring how the question of the construction of the proposed Madura-Paumban railway stands, and suggesting that as Messrs. Wallace Brothers' concession will lapse on the 26th July 1896, it would seem desirable to open negotiations with the South Indian Railway Company.

2. In reply I am to enclose for the information of the Government of Madras a copy of the Government of India's

despatch to the Secretary
No. 8 Railway dated 5th February
1896. -----
of State which shows the
present state of the project and of the negotiations for
its construction, and to say that the prosecution of the
whole scheme for a railway to connect India with Ceylon
depends upon an agreement between the Secretary of State
for India and the Secretary of State for the Colonies as

to

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to the financial support to be given to the project.

I have the honour to be,

Sir,

Your most obedient servant.

G. A. Arundell

Offg. Under Secretary.

Document accompanying:-

Copy of despatch from the Government of India
to the Secretary of State No. 8 Railway dated 5th
February 1896.

Encls 3

Recd: 20.7.96

Letter from India No 1027 RC
14.7.96

Madras Pambam Ry

SERIAL
No. 11

To

(3) H.E. the Governor
(as return from Govt)

(1) Hon. Mr. Blair

(2) Hon. Mr. Gosse

Isk? with India at once

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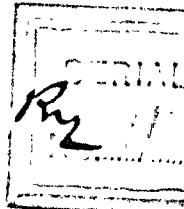
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Madura-Pantun Rj
Project

Enclosed 2:

1. The Governor
2. The Minister
3. The Secretary

Madura Pantun Rj



In answer to the order
of His Excellency & the two
Hon. Members, a draft of the
Bill of Indent is herewith
submitted

Particular attention is
invited to the opinion expressed
in para (5).

The original paper being in
the case is flagged as follows:-

- D = from Walcott 1893: original application
- E = report by Govt of Madras
- A = letter to Govt of India recommending project
- H = recommendation by Govt of India
- F = Govt of India's letter under reply
- G = telegram to Secy of State

This being the case, the draft has been
sent to the Hon. Secy of State.

1893

Not reported
on 18th Nov 1893

1893

Although the draft is not yet
in the hands of the Hon. Secy of State
it is not proposed to
send it to the Hon. Secy of State
(as it is believed the Hon. Secy of State
will be able to deal with the matter
within the period of the session) &
the Hon. Secy of State will
be able to deal with the matter
and the matter - the fact is that
the Hon. Secy of State has been asked to
deal with the matter in what he deems
fit. The Hon. Secy of State will
deal with the matter in what he deems
fit. The Hon. Secy of State will
deal with the matter in what he deems
fit.

15379
1893
1893

"Is to present to Waller Bros?
 "Name they only refer to is given
 "The M.P. portion of the North scheme"

So it appears that there is no harm done
 The draft was written before the
 information was received, and perhaps
 might be less strongly worded now.

Another draft (marked B) is
 attached, relating to an application
 for the concession for the M.P.R.
 It is just read for Messrs. T. & J.
 Jones. Nothing is known here about
 this firm. Perhaps they are anxious
 for the extension of Wallace's concession
 have been refused

C 211

12/8/96

R. Form No. 12.

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
 RAILWAY BRANCH.

To
 THE SECY. TO THE GOVT. OF INDIA,
 P. W. DEPARTMENT
 Simla.

Ootacamund, the 11th August 1896

SIR,

To
 H. E. Mr. J. W.
 Messrs. T. & J.
 Messrs. T. & J.
 for official.

I am directed to acknowledge
 receipt of your No. 1027 R.C. dated
 14th July 1896, and to state that His
 Excellency the Governor in Council
 regrets that you did not see fit to
 communicate to this Government, at an
 earlier date, the views expressed by
 the Government of India in its Despatch
 No. 8 Railway on the subject of the -
 Madura-Pamban Railway, which bears date
 so long ago as 5th February 1896.
 2. Had this been done the misappre-
 hension as to the views of this Govt:
 as expressed in that Despatch could -
 have been pointed out in time for it
 to have been explained to the Secy:
 of State before the date on which --
 the concession to Messrs. Wallace Bros:
 would lapse.
 3. I am to state that it was not -
 by any means the wish of this Govt:
 that

that the construction of the Madura-Pamban Railway should be delayed till the question of the extension of Ry: communication across the Straits to Colombo could be settled with the -- Colonial Office. On the contrary, it was the expressed wish of this Govt: that this line should be undertaken with the least possible delay, as its possibilities of traffic are believed to be most favourable. This Govt: had no objection to the concession for the whole project being given to Messrs: Wallace Brothers, provided of course that that firm was capable of carrying it out within reasonable time, and the extreme limit of two years was specified in my No. 1404 C of 30-3-94, on the subject. But it was never contemplated that any further extension -- would be given, apparently to enable the concessionaires to enter into further negotiations with the Ceylon Govt, who for all this Govt: is aware may be averse to granting any such concessions at all.

4. Moreover in my No. 793 R. of 23-11-95 it was distinctly stated that it is the opinion of His Excellency the Governor in Council that this line should be constructed by the Agency of the South Indian Railway rather than by a private firm, and that it was particularly -- desired that the Secretary of State -- should

should not grant any more provisional concessions for portions of the Madura-Colombo project. If therefore Messrs: Wallace Brothers, at the close of the reasonable period already conceded to them, were not prepared at once to carry out the whole project, it follows that this Government did not desire that any further extension of the -- concession should be made to them. His Excellency the Governor, therefore desires me to say that he is astonished that it should be implied in para 5 of the Despatch quoted, that the recommendation for the continuation of the negotiations with Messrs: Wallace Bros, was made in compliance with the desire of the Government of Madras.

5. I am to add that in the opinion of His Excellency the present Governor, there is little likelihood of the Ceylon Government granting any concessions to private firms for the -- construction of any railways in Ceylon which would be likely to pay as the Colombo-Pamban would probably do; and, further, that the project for the -- connecting link across the Adam's Bridge is likely to be so expensive that the probability of its construction in the near future may be neglected.

6. Under the circumstances therefore

therefore I am to state that this --
Govt: again strongly urges that the
construction of the Madura-Pamban Ry
should be entrusted to the South-
Indian Railway without further delay
if, as is believed, that Company is -
willing to construct it on reasonable
terms; and if not, then that it should
be constructed by the State as soon
as practicable.

7. I am to add that a copy of this
letter is being forwarded to the Secy:
of State, as otherwise he will be quite
unable to understand the telegram --
sent him on the 15th ultimo, which will
doubtless appear to him to express -
opinions quite at variance to those
attributed to this Government in para
of Despatch No. 8 Railway of 5th
bruary 1896.

R.

His Excellency the Governor
Mr. W. P. P. P.
Mr. W. P. P.

On the arrival of the tele
gram I was directed to call
at the main office & saw
the Public Works Secretary, Mr. P. P. P.
It was his opinion & I
believe that of the Secretary
of State also that the position
advanced for the Madras Ry
to close negotiations with
Wallace Brothers on the basis
of their concession, was the
proper course to take and
I drafted a letter which
pointing out that the Govt.
of India evidently desired
that any future concession
should not be on the entire
undertaking - that that
was the position of the Ma-
dras Govt. and that it would
be in the interests of the
Govt. of India as well as the
Madras District that this
branch be offered to the South
Indian Ry to construct -

It appears that the South
Indian Ry had approached
the Secy of State on two matters
but were told that until the
concession had expired - no
negotiations could be begun.
I believe that Wallace Bros
were informed that in
their application for renewal

therefore I am to state that this --
Govt: again strongly urges that the
construction of the Madura-Pamban Ry
should be entrusted to the South-
Indian Railway without further delay
if, as is believed, that Company is -
willing to construct it on reasonable
terms; and if not, then that it should
be constructed by the State as soon
as practicable.

7. I am to add that a copy of this
letter is being forwarded to the Secy:
of State, as otherwise he will be quite
unable to understand the telegram --
sent him on the 15th ultimo, which will
doubtless appear to him to express -
opinions quite at variance to those
attributed to this Government in para
of Despatch No. 8 Railway of 5th
bruary 1896.

R.

His Excellency the Governor
Mr. W. P. P. P.
Mr. W. P. P.

On the arrival of the tele
gram I was directed to call
at the main office & saw
the Public Works Secretary, Mr. P. P. P.
It was his opinion & I
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advanced for the Madras Ry
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of India evidently desired
that any future concession
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was the position of the Ma-
dras Govt. and that it would
be in the interests of the
Govt. of India as well as the
Madras District that this
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It appears that the South
Indian Ry had approached
the Secy of State on two matters
but were told that until the
concession had expired - no
negotiations could be begun.
I believe that Wallace Bros
were informed that in
their application for renewal

Was based on a portion
of the entire scheme - the
Dept. of State declined to
renew the concession

Mu 24
8/95

May the draft marked
A be now despatched
or has His Excellency
with it modified?

Mu 24
8/95

Circumstances have changed since the
draft was prepared. I think, and
that Wallace Bros. are eliminated,
it will be sufficient
to state in the Dept. of State
construction of the line, somewhat
in the same terms used in previous
drafts.

234
27.8.96

BO
28/8/96

89
31/8/96

R. Form No. 11.

No. 737

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Secy. to the Govt. of India
P. W. Department
Simla

July 3 - September 1896

SIR,

I am directed to
acknowledge the receipt of
your letter of 1027 P.W. of
11th July 1896, forwarding
a copy of the Govt. of India's
despatch to the Secretary
of State expressing its views
on the Madras Pambou
project & on the negotia-
tions for its construction.

2. In reply I am to
state that if, as is un-
derstood, the negotiations
with Messrs. Wallace Bros.
have ceased, this work

closed

21/8/96

again strongly urges
that the construction
of the Madison Pamban
Railway should be con-
tinued to the South
Indian Railway without
further delay, if, as
is believed, that Company
is willing to construct
it on reasonable terms,
and if not, then that
it should be constructed
by the State as soon as
practicable.

7th Nov 29/96

^B No. 737 R at 3.45 p.m.

Document accompanying:-
[Stamp: 29/96]
[Signature]

TELEPHONE No 630.

TELEGRAPHIC ADDRESS, "BATTLEMENT, LONDON"

JAMES H. TOZER & SON
RAILWAY PLANT CONTRACTORS.
IRON & STEEL MERCHANTS, &c.

Moorefields Chambers, 95 & 97, Finsbury Pavement,

London, E.C.

July

1896

REFER TO
F
in your repl.

The Secretary
Public Works Department,
Railway Branch,
Madras.

Sir,

We have the honor to request the favour of your placing
our application for constructing the Madura-Pamban Railway before
His Excellency the Governor of Madras in Council.

2. We are aware that the engineer-in-chief has made the estimate
Rs. 417,74 per mile but we think this estimate should be increased.
For example no electric telegraph has been allowed for, a sine
qua non in all such undertakings, this item would probably cost
Rs. 1000 a mile or a lakh of rupees for the 100 miles. Again
small workshops are necessary at Paramakundi the site of the pro-
posed large bridge over the Vaigai River, this has not been taken
into account in the estimate. There appears to be a scarcity
of Kankar for lime-burning in all the districts passed through
except near Madura, in that case the cost of Masonry would be

*and is not prepared to recommend
the application as it concerns the
the construction of this project
should be introduced to the S.P.R.
(the order as to the report to be)*

*Documents accompanying:-
Copy of Application from
Messrs James H. Tozer & Son
referred to*

No 737 & 738 dated 3.9.96.

6949

Dec: 31.7.96

THE SECRETARY
PUBLIC WORKS DEPARTMENT
MADRAS
MADRAS

increased. It is not known if the stone ballast proposed to be put on the sand ballast after construction is included in the ballast account or not. Moreover it is evident that the total cost of Rs 6000 for locomotive under heading IX of Plant is not sufficient. Taking these and other matters into consideration we think that 45 lakhs of rupees will be required for constructing the line and we propose to raise 50 lakhs, inclusive of interest during 2 years of construction and necessary expenses for formation of Company, administration etc.

3. We would beg to enquire if the land would be granted free of cost according to circular No. 924 R.C. of 15th September 1893 of Government of India.
4. As this branch scheme would be worked by the South Indian Railway and would be of great service to the Government of Madras as also to pilgrims we hope that His Excellency in Council will be pleased to grant us a 4 per cent guarantee in Rupees, or in preference a 3 per cent guarantee in sterling as it is known that the Government of India have lately sanctioned a 4 per cent guarantee in Rupees to a through line in the Northern part of India.
5. We would beg to enquire if the concession granted to Mr. Gale for the Calicut Cananore Railway has lapsed or not, and

(2)

and is not prepared to recommend
the application as it concerns the
the construction of this project
should be submitted to the S.I.R.
(to be taken up to the S.I.R. & the S.I.R. & the S.I.R.)

Documents accompanying:-
Copy of Application from
Messrs James H. Leger & Sons
S.I.R.

10P

if so whether a provisional concession would be granted to us.

6. We would request the favor of being supplied with a list of such railways as the Madras Government consider to be urgently required.

We have the honor to be,

Sir,

Your obedient servants,

James H. Tager

(3)

and is not prepared - unready
 the application as it concerns the
 the construction of the project
 should be introduced to the S.I.R.

(in Order as to the report 1-2)

and are not prepared

Documents accompanying:-
 Copy of Application from
 Messrs James H. Tager & Sons
 referred to

3996

Public Works (1896) Department.

CURRENT No. 11701

Order

From

The Government of India
P. W. Department

No. 1958 R.C.

Dated 22nd December 1896.

Received 28.12.96

Enclosures /

Spare copies

SUBJECT.

Madwa Pamban Ry.

Forwarding copy of
despatches from the Secretary
of State regarding the
construction of the —

B
no: 738 R. a/3rd Sept. / 96.

3 12.8. R 14/8

ENCLOSURES.

No. 1.

P.W. 319.

Gentlemen,

India Office,
18th March 1896.

Referring to your letter dated 17th May 1895, I am directed by the Secretary of State for India in Council to forward herewith a copy of the Survey Report and Estimate of the proposed Madura-Paumban Railway, and to request that you will inform His Lordship whether it is your desire to proceed with the concession on the basis of the general terms communicated to you with the letter from this Office of 26th July 1894. If so, I am to request that you will submit definite proposals, reporting at the same time any terms for working the line which may have been arranged between you and the Board of the South Indian Railway Company.

In the event of the arrangements for constructing and working the line within British Indian territory being concluded, the Colonial Office will be addressed with respect to the projected extension to Colombo.

With reference to the anticipated cost as given in the estimate now forwarded to you, I am to observe that the Government of India have been advised that the line, excluding rolling stock, is not likely to be constructed for less than Rs. 45,000 per mile.

I am, &c.,
HORACE WALPOLE.

Messrs. Wallace Brothers.

No. 2.

Sir,

8, Austin Friars, London, E.C.,
17th July 1896.

With reference to your letter of the 18th March 1896, we have now the honour to submit heads of a proposal for the construction of a line from Madura to such point or points on the mainland as will be suitable for the construction of jetties, at which vessels capable of passing through Pamban channel may be able to load and discharge passengers and cargoes on one side or other in either monsoon, such line to form part of the proposed Indo-Ceylon Railway.

We would premise, however, that since the receipt of your letter of the 26th July 1894, one of the terms of which was that no guarantee should be required, and which has created great difficulty in raising the capital, a Resolution of the Government, dated Simla, 27th April last, has been issued, by which a guarantee of interest is offered, and we trust that we shall be allowed to avail ourselves of this offer, and thus to obtain some result after the trouble we have taken and the expenditure of time we have incurred. We observe, also, that you propose, in the event of the arrangements for constructing and working the line within British Indian territory being concluded, the Colonial Office will be addressed with respect to the projected extension to Colombo, and it is obvious that, inasmuch as there can be no local traffic on the line across the Straits, it will be essential that the Colonial Government should guarantee the interest upon the capital required for that portion of the railway which extends beyond British Indian territory. As the necessary negotiations for this will occupy some time, we do not consider that matters are yet ripe enough for us to make any definite proposals in relation thereto, but when ripe the Company will doubtless be prepared

to make proposals. Meanwhile, we suggest the construction of the first-named section as a branch railway, with the object of greatly improving the present route from South India to Colombo, which an improved rail and steamship service such as this will undoubtedly bring about.

Our proposition is as follows:—

1. A Company to be formed by us in conjunction with Messrs. Arbutnot, Latham, & Co., which Company shall receive from the Government of India a fixed yearly minimum dividend of 3 per cent. as described in Government of India Resolution No. 514 R.C., dated Simla, 17th April 1896, 2 VI. (a), with half the surplus net profits in each year.
2. The Company to be allowed to pay interest out of the capital during construction at the rate of 3 per cent.
3. The line to be of the same gauge as the South Indian Railway, and to be worked and maintained by that railway at 50 per cent. of the gross earnings, inclusive of charges for the use of the South Indian rolling-stock.
4. The line to be constructed by the proposed Company.
5. The Company to have the other advantages specified in the above-mentioned Resolution of the Government of India under 3 (II., III., IV., VI., and VII.).
6. The capital to be 300,000L. in shares, with power to raise a further 100,000L. on debenture stock if necessary.
7. Three per cent. to be allowed for brokerage, and a further sum of 12,000L. to be allowed, to cover all other expenses in connection with the formation of the Company.

We beg to report that we have not arranged terms for working the line by the South Indian Railway Company, and from our negotiations with the Board of that Company we do not anticipate that we shall be able to obtain such terms from them as are offered by the aforesaid Resolution of the Government of India unless the influence of the Government is brought to bear in the matter.

As the original concession given by the Secretary of State in the letter of the 26th July 1894 is about to expire, we have the honour to request that we may be allowed an extension of time for six months, or, say, to the 31st January 1897, in order to permit of our making the necessary arrangements for procuring the capital.

We have, &c.,
WALLACE BROTHERS.

The Under Secretary of State
for India.

No. 3.

India Office,
6th August 1896.

P.W. 1272.
Gentlemen,
I am directed by the Secretary of State for India to acknowledge the receipt of your letter dated the 17th July, in which you propose terms for the construction of a railway from Madura to Pamban, being a portion of the original project for a line to connect India and Ceylon.

In reply, I am to inform you that Lord George Hamilton is unable to entertain your proposals for the construction of this portion of the proposed railway, and that the concession granted you up to the 26th of July last must now be considered to have lapsed.

I am, &c.,
ONSLow.

Messrs. Wallace Brothers.

No. 4.

India Office,
20th July 1896.

Sir,

Having been consulted as to the extension of the concession to Messrs. Wallace Bros. for the Madura-Pamban branch line, I have the honour to point out that the Despatch, No. 8 of February 1896, from the Government of India, paragraph 5, lays stress on the whole project being undertaken by the concessionaires, and this course is also strongly desired by the Madras Government in their Letter 793 R. of November 1895, who urge the construction of the line by the agency of the South Indian Railway rather than any private firm. The letter from Messrs. Wallace Bros. of 17th July 1896 puts forward propositions dealing with the branch only, and the proposals are somewhat indefinite and certainly expensive.

I am personally strongly of opinion that it is in the interests of Government that the South Indian Railway should undertake this branch; they would build and work it more cheaply than any other Company, raising capital on the security of their surplus profits, and I believe they are anxious to undertake the work. On these grounds, I beg to recommend that the concession to Messrs. Wallace Bros. for a portion of the original scheme be not continued.

I remain, &c.,

F. R. UPCOTT,
Joint Secretary and Consulting Engineer to
the Government of Madras (on leave).

The Under Secretary of State
for India.

No. 15.

Railway,
15th October 1896.

Four copies

Letter to the Govt. of India,
No. 95, and enclosures.

009-1
11701/96

10664 RC

529/156017
A

All communications
should be addressed
to the Secretary.

No. 1958 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

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

Calcutta, the 22nd December 1896.

Sir,

I am directed to acknowledge the receipt of your letters
Nos. 737 and 738 R., dated 3rd September 1896 regarding the
construction of the Madura-Pamban Railway.

2. In reply to the latter I am to say that the Govern-
ment of India accept the views of the Government of Madras
with regard to the application of Messrs. Tozer and son for
the construction of the line, and I am to request that the
firm may be informed that their proposals which involve
either a 4 per cent rupee or a 3 per cent sterling guarantee
are not such as can be entertained.

3. With reference to your letter No. 737 R., dated 3rd
September 1896 I am to forward for information the enclosed
copy of a despatch from the Secretary of State from which
it will be seen that the concession granted to Messrs. Wallace
Brothers has lapsed. I am, however, to state for the information
of His Excellency the Governor in Council that it has now
been arranged, with the approval of the Secretary of State,
that no addition will be made to the railway schemes which
were recommended for sanction by the conference which met at
Simla last summer until after a similar meeting has been held
next year. At that meeting the relative claims of schemes for
all parts of India will be considered, and it is desirable

that

that any scheme, the early construction of which is required, should be submitted without delay to the Government of India for examination though final sanction must be postponed as above stated. I am also to observe that the orders of the Secretary of State are not understood to restrict the construction of the Madura-Pamban Railway to the direct agency of the South Indian Railway Company with funds supplied by the Secretary of State. The amount of these funds is limited and there is little chance of their being available for this scheme until after 1899, but the line might be undertaken on branch line terms by a company subsidiary to the South Indian Railway Company at an earlier date, and the Government of India would be glad to receive and consider any suggestion in that direction.

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

G. A. Anderson
Under Secretary.

Documents accompanying:-
Copy of despatch from Her Majesty's Secretary of State No. 95 Railway dated 15th October 1896, and enclosures. RD

The Madras Mail,
Madras, Dec. 29th 1896.

My dear Fowler
Hear from Bisset,
~~that~~ who mentions it inci-
dentally in a letter received
a few days ago, that the
Supreme Government has
addressed the Madras Govt.
a full explanation of its
policy in regard to extending
of the S. I. Railway and he
advised me to ask for it.
I wrote to the Govt. Private

to submit their proposals without
delay. A.H.

A letter should be sent asking for
this information. A.H.

6.1.97
Circulate with draft to
India and Govt. 1/1/97

11/1/97
12/1/97

Sub No 11701
Madura - Pamban R.R.
Letter from Govt. of India 1958A

Before circulating the papers
the letter from Govt. of
India is put up for your
excellency's information.
I would suggest that a
D.O. letter may be sent to
Capt. Shelley informing him
that the concern to Messrs.
Wallace has lapsed and
asking what his Board
are doing about getting
up a subsidiary company

2. It would be interesting to
know what railway schemes
have been recommended
for sanction by the Conference.
India might be asked,
at any rate as regards
proposals which affect
this presidency.

3. A D.O. letter from Mr. Beauchamp
is also attached. I don't
know what has been the
practice about communicating
matters of this sort to the press;
but as Mr. Beauchamp says
he has been advised by Col. Bird-

No. 15.

Railway,
15th October 1896.

Four copies

Letter to the Govt. of India,
No. 95, and enclosures.

008-1
11/20/96

10664 AC

All communications
should be addressed
to the Secretary.

No. 1958 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

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

Calcutta, the 22nd December 1896.

Sir,

I am directed to acknowledge the receipt of your letters
Nos. 737 and 738 R., dated 3rd September 1896 regarding the
construction of the Madura-Pamban Railway.

2. In reply to the latter I am to say that the Govern-
ment of India accept the views of the Government of Madras
with regard to the application of Messrs. Tozer and son for
the construction of the line, and I am to request that the
firm may be informed that their proposals which involve
either a 4 per cent rupee or a 3 per cent sterling guarantee
are not such as can be entertained.

3. With reference to your letter No. 737 R., dated 3rd
September 1896 I am to forward for information the enclosed
copy of a despatch from the Secretary of State from which
it will be seen that the concession granted to Messrs. Wallace
Brothers has lapsed. I am, however, to state for the information
of His Excellency the Governor in Council that it has now
been arranged, with the approval of the Secretary of State,
that no addition will be made to the railway schemes which
were recommended for sanction by the conference which met at
Simla last summer until after a similar meeting has been held
next year. At that meeting the relative claims of schemes for
all parts of India will be considered, and it is desirable
that

which was advised 7/12/96

good prospect of its being started
soon, is within a year!

Yours Sincerely
(Signed) F. D. Fowler

D. O

Madras
January 7th, 1897.

My dear Shelley.

256
5.1.97

The Govt of India has now
informed us that the concession
granted to Messrs Wallace Bros.
for the Madras-Pamban has lapsed.
The letter says that "the orders of the
Secretary of State are not understood
to restrict the construction of the
M. P. to the direct agency of the
S. I. R. Co. The amount of these funds
is limited and there is little chance
of their being available for this scheme
till after 1899 but the line might
be undertaken on Branch line
terms by a Company Subsidiary
to the S. I. R. Co. at an earlier date."

Please let me know what is
being done. His Excellency is anxious
that the line should be ^{now} pushed on
and that you should press your
Board to submit their proposals
with as little delay as possible.

Yours Sincerely
(Signed) F. D. Fowler

South Indian Railway Company Limited,
Trichinopoly, January 8th, 1896.

My dear Fowler,

I understand my Board were desirous of forming a subsidiary Company to construct the Madura Pamban and other South Indian feeder lines, and that at first the India Office were in favour of the proposal. There was, however, a sudden change of front on the part of the India Office, and the Board were asked to write in and say that they were desirous of the various feeder lines being constructed by other Companies. This the Board declined to do and it was ultimately decided that the India Office should be addressed to the effect that it was understood Wallace Brothers concession had lapsed and that the Government of India had been approached by a Mercantile firm for a similar concession, and that under the circumstances the Board hoped that the Secretary of State would not come to a decision on the application until they had had an opportunity of expressing their views and of making proposals for the construction and working of the Madura-Pamban Railway which would form an extension of the South Indian Railway Main Line.

The sudden change in the policy of the India Office was undoubtedly due to letters from India. Why the Government of India object to the South Indian Railway having anything to do with the making and financing of the Madura-Pamban Railway is difficult to understand, but it seems a fact nevertheless.

The advantage of a well known Board like ours bringing out a Subsidiary Company to take up a lot of feeder lines is pretty obvious. They could float a Company in no time and the present shuffling with concessions and the long resulting delays would cease.

(2)

I suppose the financial firm referred to by the Board is Messrs: Best & Co., and although they have great influence in India I doubt whether they have much influence in the London Money Market and handing over the concession to them probably means considerable delay.

If His Excellency The Governor would support my Board's Scheme of forming an independent feeder lines Company I feel sure it would lead to a rapid extension of railways in Southern India.

Sincerely Yours

A. B. G. Shelley

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Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta.

Madras *18th January 1897*

SIR,

With ref. to your letter No. 1958RE. d 22/2/86 I am directed to request that with the permission of His Excellency the Governor General in Council this Govt. may be favoured with a copy of the recommendations made by the conference which met at Simla last summer, in so far as they relate to railway schemes within or connected with this presidency.

2. As regards the construction of the ~~South~~ *Madras* - *Pamban* R.R. & accompanying subsidiary to the S.I.R.C. I am to say that this Govt. will be glad to see it carried out by such agency and hope to address you again on the subject shortly

10/1/97
Documents accompanying:-

Nil-

11/2 7.1.97
10/1/97
10/1/97
10/1/97

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

18/
~~The~~ Messrs James H. Tager & Son
Moorefields Chambers 95 & 97
Finsbury Pavement
London E.C.Madras, 18th January 1897.

SIR,

5-98
6-1-97

In reply to your
application of July last
for constructing the
Madura Pantan Railway
I am directed to inform
you that your proposals
which involve either
a 4 per cent rate or 3 per
cent sterling guarantee
are not such as can be
entertained by the Govt.
of India.

18/ 7/1/97*18-1-97*
Documents accompanying:-Nil*Bf**N. 37. R dated 18/1/97*

There seems to have been
some misunderstanding between
the S. I. R. K. at home & the S. I. K.
from the Viceroys letter of 9/1/97
& H.E. shows clearly that there
will be no objection raised to
the formation of the S. I. R.
of subsidiary companies, founded
on the construction of the Madras-
Pamban & Trivendrum - Zimlon
lines. Apparently it is desired
that separate companies should be
formed for these two lines, presumably
in order to keep expenses &
earnings separate. This object might
however be secured in other ways &
the expense of forming & working two
companies instead of one avoided.
These companies should be on the branch
line terms of April last. I should
inform Capt Shelley accordingly
urge him to get the Bd to move.
The Madras - Pamban line should
be taken up first. The "blanket"
company mentioned by the Viceroy
Bd. apparently be a company formed
to under situations in general terms
without specific limitation to particular
lines.

I don't see why Majors Bd. of
should not have the Viceroy's promise
they ask & will undoubtedly say, but
they might at the same time be
told that the S. I. K. is in favour
of the formation by the S. I. R. of sub-
sidiary companies for the construction
of the particular lines.

RS
16/1/97
Jg
16/1/97

A.D.O. should be sent to Capt. Shelley
on the lines of the first para. of
Mr. Bliss's note. Specific
allusion to the Viceroy's letter to meet
should not be made. It should be
stated if Mr. Fowler would come to
see me with the draft D.O. at
1 p.m. to-morrow (Monday), 18th
Feb. A.H.

I have sent them the papers, and
say nothing

A.H.
17.1.97

16/1/97
16/1/97

Bf

No. 38. A dated 18/1/97

His Excellency the Governor
draft DO. letter to Agent
S.I.R. for approval

18/1/57

ASH
20.1.57

My dear Shelley,

Govt of Madras
P.O. Secy to Govt
January 22/57

With ref. to your DO. dated
Jan. 8th, which I took to Council
on Friday last, together with papers
connected with the Madras-Paulam
case, His Excellency the Governor
deems me to say that, as far as
he is aware, the Govt. of India
has no objection to the formation
by the S.I.R. of a company to
subsidize companies to work
the Madras-Paulam and other
feeders; and he is of opinion
that there must have been some
misunderstanding between the
Secy to Govt and your Board.

The position of affairs appears
to be that the Govt. of India object
to the formation of a single com-
pany formed with the object of
undertaking several extensions
of the parent line. They desire
that each feeder line shall
be financed by a separate Co.:
but there is no reason to imagine
that they take any exception
to the promotion of them several
companies through the medium
of your Board.

His Excellency the Governor wishes
me to impress upon you that
it has been decided by the
Govt. of India to sanction ^{railways} schemes
only once a year: and that a
meeting for that purpose will
take place at Simla in the
Summer. It is therefore of the
utmost importance that all

18/1/57 12/2/57

schemes which it is desired to
push on should be in such a
state that the Govt. of India
can come to a conclusion
upon them when they hold their
meeting.

His Excellency would be glad if
you would impress this fact
strongly upon your Board, and
urge them to take early action
in the case of the Madura - Pamban
the Timinilly - Quilon and any
others which you have in view.

It may be useful for you to know
that the Govt. of India are very
far from adopting the views ex-
pressed in your letter to your
Board as regards the Timinilly-
Quilon project. They consider
that a generous policy with-
regard to such proposals is in
the long run advantageous; and
that, even if the feeder line itself
is not immediately remunerative,
the benefit to the parent line
from the ^{the} additional traffic brought
onto it ^{by the branch} will more than repay
any small loss that may be in-
curred on the working of the branch
itself.

This being so, it would seem
the good policy on the part of your Board
not to attempt to drive a hard bargain
over the Timinilly - Quilon and
thereby prejudice their chances
of being allowed to promote other
feeder lines such as the Madura - Pamban

passing

18/1/97

Despatched
20.1.97

SOUTH INDIAN RAILWAY

55 Gracechurch Street, E.C.

27th November 1896.

No: 483.

Sir,

Madura-Pamban Railway.

The Directors understand that the provisional concession
granted to Messrs: Wallace Brothers for the construction amongst
other things of a railway between Madura and Pamban has recently
lapsed. They have also reason to believe that the Government of
India have been approached by another Mercantile Firm in view
to the grant to them of a concession for the construction of
the railway in question.

In these circumstances the Board of the South Indian Rail-
way Company express a hope that the Secretary of State in
Council will not come to a decision on the application referred
to, until they have been afforded an opportunity of expressing
their views and of making proposals for the construction and
working of the Madura-Pamban Railway which would form an extension
or branch of the South Indian Main line.

The length of the proposed railway is 100 miles, and the
cost as estimated by Mr: Shadbolt, the Government Engineer-in-
Chief in charge of the Survey is Rs: 41,77,460, exclusive of
Rolling Stock.

I am, Sir,

The Under Secretary of State
for India, &c - &c -
India Office.

Your obedient Servant,

(Sd) Henry W. Notman.

Agent's Office,
Trichinopoly,

(True copy of a copy)

H. W. Notman

For Agent.

12th February 1897.

Schemes which it is desired to

ENC. No. 3 725-1007
LETTER No. 178 13-2-97
FROM A

India Office,
Whitehall
London, S.W.,
15th December 1896.

215P

P.W. 2169.

Sir,

I am directed by the Secretary of State for India to acknowledge receipt of your letter, No: 483, of the 27th November 1896, relative to the construction and working by the South Indian Railway Company of the proposed Madura-Pamban Railway.

In reply I have to inform you that a copy of your letter has been forwarded for the information and consideration of the Government of India.

I am, Sir,

Your obedient servant,
(Sd) Horace Walpole.

The Managing Director,
South Indian Railway Company, Ltd.

South Indian Railway,
Agent's Office,
Trichinopoly, 12-2-1897.

(True copy of a copy)

for Agent.

1897

1897

for Chief Clerk, Agent's Office.

ENG. No. 2 TO E. No. 6. 725 1707
LETTER No. 178. 1 18-2-27
FROM A

South Indian Railway.

(K. K.)
5

Extract from the Managing Director's Letter No. 182 , dated London,
the 15th January 1897.

Subject.

Madura-Pamban Railway

Extract:-

On 27th November 1896, the Board addressed a
letter of which a copy is enclosed, to the Secretary
of State for India with reference to the construction
and working of this proposed Branch. In acknowledging
the receipt of this Sir Horace Walpole states -15th
December 1896, P.W. 2169-copy herewith-that a copy of
the Board's letter has been forwarded for the information
and consideration of the Government of India.

AGENT'S OFFICE,
TRICHINOPOLY,

12th 6th 1897

(True Extract)

Accompaniment to the Agent's letter No.

189.

Chief Clerk, Agent's Office.

ENO. NO. 178
 TO E. P. O. 13. 2. 97
 FROM A

No. 178

South Indian Railway Co., Ltd.
AGENT'S OFFICE,

Trichinopoly, 13th February 1897

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Referring to the correspondence ending
 with my letter N^o 550 of the 14th September 1896
 on the subject of Madura Carnation Railway,
 I have the honor to forward herewith an extract
 from this Company's Managing Director's letter N^o
 182 of the 15th January 1897, together with the
 copies of the papers therein referred to.

I have the honor to be

Sir

Your most obedient servant

A. B. G. Shetty.

Captain, R.E.,

Agent

3 Enclosures

17/2/97
 18/2/97
 19/2/97
 20/2/97

Letter from Agent South
Indian Railway N^o 178 of
13th February 1897 with three
enclosures.

Circulated for
information to

H.E. the Governor

Hon. Mr H.W. Bliss C.S.

Hon. Mr J. G. S. C.S.

3-4H
24/2/97

2/3/97

File
20/4/97

16/2/97
mit
H.R.

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received
No.

189

ENCLOSURE.

15/2/97
15/2/97
15/2/97
15/2/97
15/2/97

15/2/97

*With the compliments of the Secretary to the Government
of India, Public Works Department.*

*Memorandum on the Preparation of the Programme of Railway Extension in
India for the years 1896-97, 1897-98 and 1898-99.*

In view of certain public utterances of Lord George Hamilton pointing to the desirability of a more comprehensive and connected consideration of the question of Railway extension in India than had been afforded by the methods of procedure hitherto followed, and to aid in the preparation of the usual annual forecast and of the list to be issued in accordance with the procedure indicated in Government Resolution No. 514 of 17th April 1896, of the lines for which proposals on branch line terms would be entertained, steps had been taken about the middle of 1895 to elicit the opinions of Local Governments and Administrations and of the chief officers of the Railway Department as to the lines of all kinds that were considered desirable, and as to their relative importance.

2. When the orders of the Secretary of State as to the submission of a three years' programme were received, there were before the Government of India, as the result of these enquiries, long lists of lines, as well as suggestions from some of the Chambers of Commerce, and numerous projects received from time to time from private applications.

3. With so many questions to be considered it was felt that it would be difficult, without discussion and explanation of the aims, requirements and limitations of the various public departments and interests concerned, to deal adequately with the wants of each province, and to give to those wants due consideration while subordinating local demands to the possibilities of the programme as a whole.

4. It was determined therefore that the recommendations and proposals which had been collected, should first be considered by a conference at which the different Departments of the Government of India should be represented and over which His Excellency the Viceroy kindly consented to preside.

5. Over 130 projects were dealt with, many of them overlapping. It was found that some of them had already been arranged for, while there was a reasonable expectation that others might be undertaken by Native States or by Companies willing to dispense with financial assistance, other than the free grant of land and certain facilities of working, or by Branch Line Companies whose operations were, under the terms of the Secretary of State's instructions, to be kept outside the programme. The recommendations of the Conference in dealing with the remainder, so far as the preparation of the programme was concerned, are summarized below.

6. In the first place it was obviously impossible to arrive at any conclusion without considering in a general way both the nature and cost of the works to which the Government of India were already committed, and the funds that might probably be available, within the limits prescribed by the Secretary of State, for the inception of new schemes. The first point in this connection that

demand attention was the heavy concurrent expenditure which has to be provided for the following large schemes:—

- (1) The Assam-Bengal Railway, the revised estimates for which will be much in excess of the sanction accorded.
- (2) The Bezwada-Madras Railway and Bengal-Nagpur extensions which are necessary to utilize the already constructed middle section of the East Coast route.
- (3) The Burma Railway extensions, including the Mandalay-Kunlon Railway, which was added to the programme of our railway operations under the Secretary of State's instructions in November 1895.

7. As the anticipated demands during the present and next two years for funds to carry on these three important schemes amounted to little short of 15 crores of rupees even without the increased demand for the Bengal-Nagpur Railway Section of the East Coast route which may be anticipated, it was clear that, until considerable progress had been made with these large undertakings, it would not be prudent to commence other works of the same character. The inevitable result of having on hand at one and the same time many schemes involving large outlay must be that the construction of all of them will be delayed, and a policy of this kind is admittedly unprofitable and unsound. It was necessary, therefore, to assign to various desirable railway schemes a less forward place than in other circumstances might have been allotted to them. On the other hand, it seemed desirable, looking to the future, to come to some conclusion as to which of the larger schemes for through lines ought to be taken in hand when opportunity offered, which there was some reason to hope might be before the end of the three years. After full consideration the Conference decided that the through connection from Nagda to Muttra and Delhi was to be preferred. In forming this opinion the Conference was influenced by the following facts amongst others:—

- (1) that the large schemes now in hand will benefit Bengal, Madras, Assam and Burma, and that therefore a scheme in which Bombay and Upper India are interested has a strong claim to come next in order;
- (2) that it has long been acknowledged that the Rajputana-Malwa Railway is unable to carry all the traffic offered to it, and that this scheme will relieve that pressure;
- (3) that several of the Chiefs of Rajputana and Central India are anxious to develop the resources of their States by the introduction of railways within this large tract of country, and that this line is necessary to enable them to do so efficiently.

8. It soon became evident that only a small beginning could be made with this railway during the next three years, and it was thought unnecessary to indicate any other through line for preference.

9. Amongst the smaller schemes there were several which, though in themselves probably useful and profitable, it was considered desirable, for various reasons, to hold in reserve for a time. One prominent reason was

that it is neither desirable nor economical to overtax the Engineering staff by throwing upon it too much work at the same time. Another was that at the Conference there were brought prominently into notice certain questions which must be decided before the general policy to be adopted in the development of the Railway systems in certain localities can be determined upon.

It was further represented at the Conference that the construction of Branch lines, of which the working is undertaken by State lines or existing Companies, involves a demand for additional rolling stock which, though provided as part of the equipment of the existing lines, and not included in the estimates of the cost of the extensions, is directly due to their being undertaken, and cannot be overlooked in any consideration of the amount of money that must be provided.

10. Speaking generally it was found that the circumstances of the time afford little scope for extended proposals. The existing liabilities for outlay upon works undertaken during the past years amount to 25,60 crores of rupees, and it was accepted as desirable that the outlay on these works which is consistent with steady progress should not be curtailed. But in order to pave the way for a moderate programme of expenditure after the year 1898-99, it was considered necessary to make provision for the commencement before the 31st March 1899 of a certain number of new lines.

The lines selected for this purpose by the Conference and approved by the Secretary of State are as follows:—

Bhatinda-Ferozepore conversion to the standard gauge.
Lyallpur-Khanewal Extension.
Shadipali-Jodhpore Frontier (British Section).
Rungpore-Dhubri Extension.
Agra-Delhi chord.
Rajbari-Faridpore Branch of the Eastern Bengal Railway.
Ghaziabad-Moradabad chord.
Dehree-Palamow Branch.

Amalner-Jalgaon	} Subject to special terms being arranged for conversion of capital and interest thereon at current rates of exchange.
Chalisgaon-Dhulia	
Calicut-Cannanore	
Arcot-Ranipet	

11. The conclusions arrived at by the Conference were accepted by Government practically as they stood, and were embodied in a forecast which the Secretary of State has also accepted, subject, however, to the reservation of the Nagda-Muttra line referred to in para. 7 which he regarded as too large an undertaking to be admitted under the circumstances as part of the present programme. Holding the amount provided for this Railway in reserve the forecast of outlay on Capital Account of Railways as approved by the Secretary of State amounts to 29,66 crores of rupees for the three years ending 1898-99. In the selection of new lines it has been possible to meet only the most urgent items of the demands from Local Governments and Chambers of Commerce. All are short links or extensions of existing railways and are of considerable administrative and commercial importance. In regard to the Calicut-Cannanore Extension of the Madras Railway, which the Madras Government have so strongly urged, the Government of India are very desirous to authorise an early commencement, and, while it is considered preferable that this line

should be constructed and worked as part of the parent line, with a special arrangement for treatment of the debenture capital raised for the branch and of the rate of exchange on its earnings, it has been recommended that, if the funds for its construction cannot be raised in the manner proposed, it should be made by a subsidiary or Branch Line Company.

12. In addition to the estimated outlay of Rs. 29,66,00,000 entered in the forecast for the three years 1896-97-1898-99, outlay will be incurred on lines referred to in para. 5 as outside the programme, which are under construction and likely to be undertaken by the agency of Branch Line Companies, and by Railway Companies without financial assistance, and Native States. It is anticipated that some 2,908½ miles will be constructed by these agencies during the three years at a cost of Rs. 17,72,53,000 as follows:—

Lines under construction—

- (1) *By Branch Line Companies.*—Nine projects, 870½ miles of railway, costing Rs. 5,77,34,000.
- (2) *By Native States.*—Six projects, 582 miles of railway, costing Rs. 4,11,97,000.
- (3) *By Railway Companies to which free land and minor concessions only are granted.*—Two projects, 233 miles of railway, costing Rs. 1,43,81,000.

Lines under consideration and negotiation for construction—

- (1) *By Branch Line Companies.*—Five projects, 390 miles of railway, costing Rs. 2,90,37,000.
- (2) *By Native States.*—Six projects, 536 miles of railway, costing Rs. 2,13,41,000.
- (3) *By Railway Companies to which free land and minor concessions only are granted.*—Five projects, 297 miles of railway, costing Rs. 1,35,70,000.

13. In Resolution No. 514 R. C., dated 17th April 1896, it was stated that the Government of India would publish a list of branch lines for the construction of which they were prepared to receive tenders, but, under present circumstances, it was thought advisable that the publication of any list should be deferred. On the whole, the amount of railway construction provided for in the forecast and in the statements shewing the anticipated outlay outside the forecast referred to in the last paragraph is as large as can for the moment be undertaken. The following summary will shew that the works already in hand and recommended to be undertaken are fairly distributed between different parts of the country.

14. Starting from the east, it has not been thought desirable to burden the Company which has just taken over the railways in Burma, and which has a heavy work in hand in the Mandalay-Kunlon Railway, with any additional responsibilities, but there are a number of branches which will doubtless be brought forward for consideration when the Company's arrangements are complete. It would be impossible to advocate a larger expenditure in Assam than that to which the Government of India are already committed; but the Province is deeply interested in the Rungpore-Dhubri extension, which is one of the selected lines named in para. 10, inasmuch as it will greatly improve the communications with the labour-supplying districts of Bengal and the North-West Provinces.

Large and important works are in progress in Bengal, especially the completion of the East Coast Railway, which carries with it the entrance into Calcutta of the Bengal-Nagpur Railway, and the important branches which the East Indian Railway Company have in hand. But for the circumstances referred to in para. 9, more might have been done in the northern part of the Province, but it is hoped that the delay here is temporary only. The Bengal Chamber of Commerce have again urged their proposal for an independent line to the west. The Conference, after renewed consideration of the representations of the Chamber adhered to the conclusion previously arrived at and reported by the Government of India to the Secretary of State that the necessity for an additional through line had not been established, and that it certainly could not be undertaken at present without displacing claims which are held to be stronger. A branch has however been arranged for to connect the Daltongunge Coal-field with Upper India, and access to other existing coal-fields can easily be secured in connection with the existing systems, and so soon as the Bengal-Nagpur and East Indian Railway Administrations are relieved to some extent from the very heavy works now in hand, the necessary arrangements can be considered. Several branches or extensions in the Province are also included among the proposals made.

The North-West Provinces, when the extensions now being made by the Bengal and North-Western Railway are complete, will be as well provided with railways as any part of India. There are, however, certain other branches which the same Company may be allowed to make when its hands are less full and it is free to do so. In the upper part of the Province the line from Hurdwar to Dehra, which will supply the admitted necessities of Mussoorie, and the line from Ghaziabad to Moradabad, are the most urgent schemes for this Province, and they have been arranged for accordingly.

The Southern Punjab Railway, now approaching completion, is likely to have a considerable effect upon the trade of the Punjab. To extend its advantages, and for strategical reasons, it has been thought necessary to convert the section of the existing line from Bhatinda to Ferozepore to the standard gauge. The early completion of the Lyallpur-Khanewal extension has been strongly urged, and undoubtedly it will be of great advantage to the important irrigation and colonization schemes of that district, and also to the railway administration, that this should be done. The Punjab is also interested, together with the Bombay Presidency, in the improvement of its connection with the Ports of Bombay and Karachi, which the lines from Nagda to Delhi, and from Shadipali to the Jodhpore State Railway, were intended to effect. These two lines, the first of which however is as noticed above reserved for the present, will when carried out not only prove useful for through traffic, but will open out new districts of considerable importance, and the second of them will give a most desirable means of communication between the districts lying in the centre of India and Sind. The recent construction of the Rohri-Kotri line has relieved Karachi from the possibility of interruptions of traffic, which have already been troublesome, and might have become dangerous. Two other lines in progress within the Bombay Presidency, the Ahmedabad-Parantij and the Tapti Valley, are not only important in themselves, but are interesting because the capital has been successfully raised in India in rupees.

The Madras Presidency is interested at least as much as Bengal in the completion of the East Coast Railway, and no other main line is at present

recommended. Of the two extensions of the Madras Railway on the West Coast which have been submitted, the Calicut-Cannanore is admittedly the more urgent, and the Shoranur-Cochin has been left to be taken up hereafter. Proposals for a railway connecting the State of Travancore with the South Indian Railway are under consideration, while another from Madura to Paumben is strongly urged as a profitable extension which if not admitted within the programme should be made by a Branch Line Company.

The only line at present under construction in the Central Provinces is that between Saugor and Katni, which will be a valuable famine line; but the provinces will benefit indirectly by the improvement of communication, all round them, perhaps more particularly by the Bengal-Nagpur extension into Calcutta. The railways which are being made by the Maharaja of Gwalior, and which may be described as extensions of the Indian Midland system, are also of much importance in this connection, and will eventually, when linked up with the Nagda-Muttra railway and the railways which are contemplated by the Maharajas of Jeypore and Jodhpore and other Rajputana Chiefs, go far to complete the network of railways in the centre of India.

Finally, it was anticipated that the prolonged negotiations between the Government of His Highness the Nizam and the Nizam's Guaranteed Railway Company would result in the commencement of the Godavery Valley line. This anticipation has since been realized. Other schemes have also been proposed in the Nizam's dominions. In Southern India the State of Mysore has undertaken a branch from Birur to Shimoga, and is understood to contemplate other railway works, while the Travancore Durbar is ready to co-operate with the Government of India in constructing the Tinnevely-Quilon Branch Railway.

15. The procedure adopted in the preparation of the forecast has been reported to the Secretary of State, with a suggestion that if it was approved, it might be made part of our regular system, with such improvements as experience may show to be necessary. The Secretary of State having concurred in this suggestion, the 15th of May has been fixed as the date by which recommendations from Local Governments or Administrations, or other proposals for the construction of new lines, must be submitted, and no proposals received after that date will be considered with a view to their being included in the programme of the year. A Conference will be held each year at some convenient time during the summer to which will be submitted, in addition to the records of the proceedings in the previous year, a comprehensive statement of any action taken since that time, and of all proposals duly lodged, and no action will be taken by Government on any proposal till it has been considered at the Conference.

It must be understood that this procedure is supplementary to, and not in substitution for, the ordinary departmental procedure. All schemes will, as at present, be fully examined in the Public Works Department and the Finance Department before they can be accepted as satisfying the requirements of the Government of India in their technical details, and in their financial aspects. This work of examination will, as hitherto, be carried on throughout the year in the departments concerned. It is hoped that the arrangement adopted will be an advantage to Government in that it will secure a more systematic development of railways, and to applicants, by making it certain that once a year, and not oftener, they will get a reply on any scheme that they may put forward.

A statement shewing the programme based on the recommendations of the Conference of 1896 as accepted by the Secretary of State, as well as lists of the lines set aside as explained above in paras. 5 and 12 by the Conference as either already arranged for or likely to be undertaken in the near future on Branch Line terms or without financial assistance by Native States and Companies are appended. The programme has been brought up to date by the substitution of the revised and budget figures for the forecast figures for 1896-97 and 1897-98, respectively. It is to be understood that this document has been drawn up as a forecast only—and that the fullest right is reserved to vary it at any time in respect of any work not already carried out.

A memorandum shewing the mileage of all Railways constructed or under construction is also appended.

The following table shews the mileage and summarizes the general results of the working of Indian Railways in the year 1875-76 as compared with the year 1895-96:—

Years.	Miles open.	Gross receipts.	Working expenses, including surplus profits paid to Companies.	Net receipts.
	Miles.	Rx.	Rx.	Rx.
1875-76	6,477½	8,669,646	4,518,624	4,151,022
1895-96	17,308	24,813,830	12,522,236	12,291,594

26th March 1897.

A. C. TREVOR.

MODIFIED FORECAST

OF

Outlay on Capital Account of Railways as approved by Secretary of State shewing modifications adopted for Revised and Budget Estimates for the years 1896-97, 1897-98, and forecast for 1898-99, omitting expenditure by Companies formed on Branch line terms, including in these latter the Southern Punjab and South Behar Railway Companies,

Forecast of outlay on Capital Account of Railways as approved by Secretary of State
forecast for 1898-99, omitting expenditure by Companies formed on branch line

No.	Railway.	Miles.	Amount of estimate or approximate cost.	Expenditure to 31st March 1896.	Forecast for 1898-99.
I.—FROM IMPERIAL FUNDS.					
(i) By STATE AGENCY.					
Open Lines.					
1	Expenditure on open State lines worked by the State	...	...	...	...
Lines under construction.					
2	Madras-Calcutta Lines	312	15,33,52,000	4,44,50,000	...
3	East Coast Railway, including the Kistna Bridge	...	...	...	...
4	Puri Branch	26	2,21,1,000	...	...
5	Godavari Bridge	...	33,00,000	...	...
6	Berhampore-Madras Railway, exclusive of Entire Section	223	2,21,1,000	...	...
7	Burma Railways	...	...	...	...
8	Mu Valley	...	...	...	...
9	Mogaung Myitkyina	...	...	...	...
10	Meiktila-Myingyan-Fakoku	...	...	...	...
11	Mandalay-Kualoa	...	...	...	...
12	Rae Bareilly-Benares	132	8,14,000	...	...
13	Frontier Lines	52	2,26,17,000	1,22,00,000	...
14	Mushkaf-Belara Railway (with double track on incline)	84	1,41,00,000	47,42,000	...
15	Doubling North Western Railway between Karachi and Kotri	32	1,72,11,000	74,00,000	...
16	Rohri-Kotri	104	27,77,000	5,23,000	...
17	Linking up the metre-gauge lines in Northern India	104	1,31,63,000	9,42,000	...
18	Eastern Bengal State Railway Branch, Ranaghat-Poradaha doubling	50	21,00,000	9,42,000	...
19	Wazirabad-Lyallpur	3	8,77,000	...	...
20	Conversion of Bhatinda-Ferozepore Railway to 5' 6" gauge	55	27,11,000	...	...
21	Lyallpur-Khanewal	116	33,64,000	5,42,000	...
22	Shadipalli-Balotra	35	21,00,000	...	...
23	Rungpore to Dhubri (Teesta and Dhurila bridges)	105	27,38,000	...	...
24	Agra-Muttra-Delhi Chord	71	20,50,000	...	...
25	Rajbari-Fareedpore	50	20,10,000	...	...
26	Moradabad-Ghaziabad Chord	124	93,47,000	...	...
27	Additional rolling stock for working branches	20	16,00,000	...	...
28	Southern Punjab	87	26,50,000	...	...
29	Hurdwar-Dehra	...	41,12,000	...	...
30	Sultanpur Kaliganj	...	3,70,000	...	...
31	Mymensingh-Jamalpur-Satkhali	...	4,57,000	...	...
32	Reserve	...	5,00,000	...	...
33	Do. for lines Nos. 19, 21 and 23 not yet sanctioned	...	...	...	...
TOTAL STATE AGENCY		(*) 2,154	20,63,40,000	1,77,64,000	4,45,20,000

modifications adopted for Revised and Budget Estimates for the years 1896-97, 1897-98 and including in these latter the Southern Punjab and South Behar Railway Companies.

1896.	Further expenditure to be incurred during subsequent years.	DISTRIBUTION OF GRANTS.			REMARKS.
Expenditure to 31st March 1896.		Revised Estimate, 1896-97.	Budget Estimate, 1897-98.	Forecast, 1898-99.	
7	8	9	10	11	
R	R	R	R	R	
...	1,21,67,000	42,83,000*	38,84,000	40,00,000	*For 4,751 miles of open line and the Warora and Umaria Collieries.
5,34,15,000	78,52,000	29,28,000	6,50,000	...	† The Secretary of State's sanction is for a sum of Rs. 36,11,061, but a sum of Rs. 28,788 has been re-appropriated for the Puri Branch.
13,95,000	1,91,68,000	84,18,000	80,00,000	10,00,000	‡ Preliminary operations sanctioned by the Secretary of State.
of Indian Railway Companies "		5,06,000	...	...	†† Commencement not yet authorised.
		...	...	...	
5,92,000	78,42,000	25,71,000	43,25,000	3,00,000	
1,82,01,000	44,36,000	21,02,000	...	...	
74,08,000	68,92,000	37,37,000	30,00,000	4,00,000	
74,19,000	—1,96,000	—1,00,000	...	...	§ The sanctioned estimate amounts to Rs. 70,04,976.
17,47,000	40,30,000	27,50,000	50,000	...	
76,02,000	58,61,000	42,01,000	21,10,000	5,00,000	
...	22,47,000	...	...	...	
19,58,000	5,12,000	2,75,000	...	...	
...	2,77,000	...	...	...	16 (ii)—Commencement not yet sanctioned.
...	5,00,000	...	...	...	16 (iii)—Not yet sanctioned.
1,71,000	25,63,000	23,68,000	...	...	
24,51,000	9,13,000	7,87,000	...	...	
...	21,00,000	...	...	10,00,000	Not yet sanctioned.
...	27,38,000	50,000	8,00,000	10,00,000	Remainder of expenditure from stores and stock.
...	30,50,000	...	...	20,00,000	Not yet sanctioned.
...	80,00,000	...	5,00,000	10,00,000	
...	95,40,000	...	...	70,53,000	Ditto ditto.
...	16,00,000	50,000	8,00,000	11,00,000	
...	86,50,000	...	...	10,00,000	Ditto ditto.
...	41,12,000	...	22,23,000	21,00,000	
...	3,50,000	...	...	...	
...	4,50,000	...	...	13,00,000	Ditto ditto.
...	5,00,000	...	...	...	
...	...	...	5,01,000	...	
...	...	...	45,52,000	...	
10,23,59,000	11,61,54,000	3,62,90,000	3,32,45,000	2,70,53,000	(a) Includes 655 miles of open lines (items Nos. 2, 13 and 18).

Forecast of outlay on Capital Account of Railways as approved by Secretary of State showing forecast for 1898-99, omitting expenditure by Companies formed on branch line terms.

No.	Railway.	Miles.	Amount of estimate or approximate cost.	EXPENDITURE UP TO 31st MARCH	
				Expenditure to 31st March 1895.	Expenditure during 1895-96.
1	2	3	4	5	6
I.—FROM IMPERIAL FUNDS—(contd).					
(ii) BY AGENCY OF COMPANIES.					
<i>Open lines.</i>					
27	Expenditure on open lines worked by the agency of Companies	...	...	...	...
28	East Indian Railway open line Requirements and Improvements	...	...	...	52,11,000
<i>Lines under Construction.</i>					
29	Madras-Calcutta Lines, Bezwada-Madras Railway, Ennore Section	10	8,27,000	1,71,000	4,02,000
30	Rajputana-Malwa Railway, Godhra-Rutlam Extension	116	1,57,72,000	1,53,44,000	2,74,000
31	Ditto ditto Rutlam-Nagda Branch	26	18,69,000	72,000	15,87,000
32	Tirhoot State Railway Extensions	162	1,24,17,000	...	32,04,000
33	Assam-Bengal Construction, Part II	...	5,77,00,000	72,28,000	6,25,000
34	Ditto land " I	...	50,00,000	20,65,000	...
35	East Indian Railway Extensions	130	1,63,51,000	...	...
Amount by which the expenditure fell short of the provision					
Total Companies Agency					
(b) 444					
II.—AGAINST CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES, OTHER THAN THE THREE GUARANTEED COMPANIES.					
<i>Open lines.</i>					
36	Bengal Central	...	...	...	57,000
37	Bengal-Nagpur	...	...	...	6,38,000
38	Burma	...	...	...	1,32,000
39	Indian Midland	...	...	...	2,03,000
40	Lucknow-Bareilly	...	...	...	2,05,000
41	Mysore	...	...	...	5,32,000
42	Southern Mahratta	...	...	...	...
<i>Lines under Construction.</i>					
43	Assam-Bengal Construction, Part II	740	3,68,15,000	2,13,32,000	90,07,000
44	Bengal-Nagpur Extensions	360	6,13,80,000	...	14,74,000
45	Raipur-Dhamtari	37	10,00,000	...	3,07,000
46	Indian Midland Extensions	118	1,08,22,000	...	...
47	Dehrec-Daltongunge	70	6,90,000	...	...
48	Burma Railways (d) { (i) Mu Valley	310	2,36,81,000	2,08,76,000	11,43,000
	(ii) Mogaung-Myitkyina	37	25,31,000	...	...
	(iii) Meiktila-Myingyan-Pakoku††	70	40,00,000	...	5,04,000
	(iv) Mandalay-Kunlon	225	2,25,00,000	...	...
Amount by which the expenditure fell short of the provision					
Total Indian Railway Companies					
1,987					
III.—AGAINST CAPITAL TO BE RAISED BY THE THREE GUARANTEED RAILWAY COMPANIES.					
49	Amalner-Jalgaon	36	40,00,000	...	...
50	Chalisgaon-Dhulia	35	30,00,000	...	...
51	Calicut-Cannanore	59	90,75,000	...	...
52	Arcot Ranipet	7	5,75,000	...	...
Total Guaranteed Companies					
137					

modifications adopted for Revised and Budget Estimates for the years 1896-97, 1897-98 and including in these latter the Southern Punjab and South Behar Railway Companies.

1896.	Further expenditure to be incurred during subsequent years.	DISTRIBUTION OF GRANTS.			REMARKS.
		Revised Estimate, 1896-97.	Budget Estimate, 1897-98.	Forecast, 1898-99.	
7	8	9	10	11	
R	R	R	R	R	
...	56,03,000	6,48,000	24,55,000	25,00,000	
...	1,30,00,000	59,00,000	40,00,000	40,00,000	
5,73,000	2,54,000	10,000	...	...	
1,56,18,000	1,54,000	1,87,000	...	...	
16,66,000	2,02,000	—15,000	...	...	
...	1,24,17,000	22,00,000	60,00,000	20,00,000	
1,05,02,000	4,72,07,000	61,48,000	1,08,07,000	1,20,00,000	* Excludes interest charges not borne by "48", but charged to Railway Revenue Account.
26,90,000	23,10,000	4,50,000	5,00,000	5,00,000	
...	1,63,51,000	9,00,000	80,00,000	20,00,000	
...	...	(c) 86,08,000	...	...	
3,10,49,000	9,83,98,000	2,50,36,000	3,17,62,000	2,30,00,000	(b) Includes 152 miles of open line (items 29, 30, and 31).
...	...	9,94,000	...	...	(c) Principal Lapses—
...	...	5,90,000	...	...	East Indian Railway 17,00,000
...	...	10,54,000	...	...	Assam Bengal 53,82,000
...	...	6,51,000	45,47,000	20,00,000	Tirhoot Railway Extensions 18,00,000
...	...	2,37,000	...	...	88,82,000
...	...	1,60,000	...	...	Deduct—Sundry adjustments anticipated 2,74,000
...	...	8,00,000	...	...	86,08,000
3,14,39,000	5,76,000	51,08,000	19,93,000	...	
14,74,000	5,99,06,000	1,49,81,000	2,00,00,000	† 1,25,00,000	† Should be increased by 75 lakhs.
...	10,00,000	...	...	...	
3,07,000	1,05,15,000	61,33,000	26,48,000	\$ 4,00,000	\$ Does not provide for proposed minor branches (feet 6 inch gauge).
...	69,90,000	...	...	20,00,000	Not yet sanctioned.
2,20,19,000	41,93,000	11,00,000	8,05,000	30,00,000	
...	40,00,000	...	...	...	† Commencement not yet sanctioned.
5,94,000	2,10,06,000	32,00,000	63,00,000	70,00,000	(d) These Railways belong to this category from 1896-97 only.
...	...	(e) 54,07,000	...	...	(e) Principal Lapses—
5,58,33,000	12,49,25,000	4,04,21,000	3,62,93,000	2,69,00,000	Bengal Nagpur 13,87,000
...	...	...	...	...	Indian Midland 27,93,000
...	...	...	...	...	Burma Railways 5,00,000
...	...	...	...	...	Assam Bengal 4,12,000
...	40,00,000	...	...	...	50,92,000
...	30,00,000	...	...	...	Add—Minor lapses 3,15,000
...	90,75,000	...	40,00,000	1,26,00,000	54,07,000
...	5,75,000	...	...	...	* Provision not made in the Budget Estimate under consideration.
...	1,66,50,000	...	40,00,000	1,26,00,000	

Statement shewing lines actually arranged for and the commencement of which has been authorized in connection with Branch Line Companies, or by Native States, and Railway Companies to which free land and minor concessions only are granted.

(Omitting 000.)

No.	Railways.	Length.	Estimated cost.	REMARKS.
		Miles.	Rs.	
(1) By Branch Line Companies.				
1	Southern Punjab	401	2,13,00	Under construction by the Southern Punjab Railway Company.
2	South Behar	80	1,00,00	Under construction for the South Behar Railway Company, Limited.
3	Ahmedabad-Parantij-Ahmednagar	50	20,00	Under construction for the Ahmedabad-Parantij Railway Company, Limited.
4	Surat-Amalner	163	1,40,00	Under construction for the Tapti Valley Railway Company, Limited.
5	Segowlie-Raksaul	18	10,25	Under construction by the Segowlie-Raksaul Railway Company, Limited.
6	Hurdwar-Dehra	33	30,00	Construction authorized for the Hardwar-Dehra Branch Railway Company, Limited.
7	Brahmaputra-Sultanpur	60	34,26	Under construction for the Brahmaputra-Sultanpur Railway Company, Limited.
8	Mymensingh-Jamalpur	33½	15,79	Under construction for the India General Steam Navigation Company, Limited.
9	Jamalpur-Subhankhali	30	14,04	Construction of this section for the India General Steam Navigation Company, Limited, authorized in continuation of the Mymensingh-Jamalpur Branch.
	TOTAL	870½	5,77,34	
(2) By Native States.				
1	Guna-Bara	76	60,25	Line under construction by the Native States of Gwalior, Tonk and Kotah.
2	Vishvamatri-Padra	7	2,00	Line under construction by the Baroda Durbar.
3	Birur-Shimoga	39	18,50	Line under construction by the Mysore Durbar.
4	Rajkot-Jamnagar	50	23,00	Line under construction by the Jamnagar State.
5	Rajpipla	20	9,40	Line under construction by the Rajpipla State.
6	Hyderabad Godavery Railway	390	2,93,82	Construction by the Nizam's Guaranteed Railway Company authorized.
	TOTAL	592	4,11,97	
(3) By Railway Companies to which free land and minor concessions only are granted.				
1	Bengal and North-Western Railway extension (Benares-Turtipur and branches)	211	1,31,81	Under construction by the Bengal and North-Western Railway Company.
2	Barsi Light Railway	22	12,00	Under construction by the Barsi Light Railway Company.
	TOTAL	233	1,43,81	

Statement shewing the lines under consideration and negotiation for construction by Branch Line Companies, or by Native States or Railway Companies to which free land and minor concessions only are granted.

(Omitting 000.)

No.	Railways.	Length.	Estimated cost.	REMARKS.
		Miles.	Rs.	
<i>(1) By Branch Line Companies.</i>				
1	Bhagalpur-Baidyanath	90	73,97	Concession being arranged.
2	Bausi-Ahmadpur	63	62,78	Negotiations in progress.
3	Gogri-Baptiahi	98	40,00	Ditto ditto.
4	Tinnevely-Quilon	103	1,01,62	Ditto ditto.
5	Kurnool Road Branch	36	12,00	Under consideration.
	TOTAL	390	2,90,37	
<i>(2) By Native States.</i>				
1	Dara-Kotah	42	35,96	Under consideration.
2	Bikanir-Bhatinda	201	40,20	Earthwork started on the Bikanir-Khari Section, 41 miles for famine relief.
3	Balotra to Jodhpur Frontier	135	56,00	Sanction of Secretary of State asked for.
4	Jeypur-Malhupur	100	52,00	Estimates awaited.
5	Cooch Behar-Santrabari	31	10,00	Under consideration.
6	Arsikere-Ilassan	27	19,25	Views of the Mysore Durbar awaited.
	TOTAL	536	2,13,41	
<i>(3) By Railway Companies to which free land and minor concessions only are granted.</i>				
1	Uska-Tulsipur-Jhaura	66	26,00	Definite proposals by Bengal and North-Western Railway Company awaited.
2	Bengal Doars Extensions	126	60,00	Concession under consideration.
3	Vizianagram-Bimlipatam	20	40,00	Concession for a 2' 6" gauge line granted by Secretary of State.
4	Kalka-Simla	70	70	Concession under consideration.
5	Siliguri-Naxalbari	15	3,00	Proposal since withdrawn.
	TOTAL	297	1,35,70	

Memorandum on the construction of railways.

181. At the commencement of 1896-97, i.e., on the 1st April 1896, the total length of railways open for traffic was 19,685·75 miles, made up as follows:

	Miles.	Miles.
(i) East Indian Bengal-Nagpur Indian Midland Bhopal-Itarsi (British section) Godhra-Rutlam-Nagda Wardha Conl. Dhond-Manmad East Coast (state) (Bezawada extension) Bezawada-Madras (Madras-Ennur section)	1,700·25 880·75 679·25 (a) 13·00 (b) 115·25 (c) 45·00 (d) 145·50 (e) 20·50 (f) 9·00	3,588·50
(ii) North Western (state) Hyderabad-Shadipalli Oudh and Rohilkhand (state) Eastern Bengal (state) Bengal Central (A) Calcutta Port Commissioners East Coast (state)	(f) 2,535·50 (g) 59·00 797·25 249·25 (i) 125·00 (j) 8·50 (k) 458·50	4,263·00
(iii) Great Indian Peninsula Bombay, Baroda and Central India Madras	1,287·00 460·75 839·25	2,587·00
(iv) Delhi-Umballa-Kalka Tarkessur	(l) 161·50 (l) 22·25	183·75
(v) Khamsaon Amraoti Bina-Goon Bhopal-Ujjain Bhopal-Itarsi (Native state section) The Nizam's Guaranteed State The Gackwar's Petlad Kolar Gold-fields	(e) 7·50 (e) 5·50 (a) 72·25 (a) 113·50 (m) 44·25 (n) 83·25 (b) 13·25 (e) 10·00	598·50
(vi) Rajpura-Bhatinda Jammu and Kashmir (Native state section)	(g) 103·00 (g) 12·00	124·00
(vii) Bengal and North-Western— Tirhoot section Company's section (n) Rohilkhand and Kumaon (Lucknow-Darjeeling section) Rajputana-Malwa Jalampur-Deesa Southern Mahratta Guntakal-Mysore frontier Southern Mahratta (Mysore section) South Indian Mayavaram-Mutupet Assam-Bengal	341·75 (o) 414·50 231·25 (b) 1,674·00 (b) 17·25 1,042·01 (p) 119·50 286·00 1,041·50 (q) 54·00 159·00	5,390·75
(viii) Eastern Bengal (state)— Northern and Behar sections (including the Kauria-Dharila, & 6' gauge, branch) Dacca section Burma (state)	478·50 46·00 (r) 558·75	1,451·25
(ix) Deoghur Rohilkhand and Kumaon (Company's section) Bengal Doonars Dibru-Sadiya	4·75 54·00 33·50 77·50	172·75
(x) The Gackwar's Meshana Yewantpur-Mysore frontier Mysore-Nanjangud	(b) 92·75 (p) 29·00 (p) 51·25 (p) 15·25	188·25
(xi) Jodhpore-Bikaner Oodeypore-Chitor Bhavungar-Gondal-Junagarh-Forbandar Jetalpur-Rajkot	364·00 (b) 60·25 (s) 333·50 (t) 48·25	804·00
(xii) West of India Portuguese Pondicherry	51·00 (q) 7·75	58·75
(xiii) Cherra-Companyganj (2' 0") Jorhat (2' 0")	8·00 28·00	36·00
(xiv) Darjeeling-Himalayan (2' 0")		51·00
(xv) The Gackwar's Dabhol (2' 6")		(b) 71·75
(xvi) Cooch Behar (2' 6")		(i) 22·25
(xvii) Morvi (2' 6")		94·25

Standard gauge—

(i) State lines worked by companies . . . 3,588·50

(ii) State lines worked by the State . . . 4,263·00

(iii) Guaranteed companies . . . 2,587·00

(iv) Assisted companies . . . 183·75

(v) Lines owned by native states and worked by companies . . . 598·50

(vi) Lines owned by native states and worked by state railway agency . . . 124·00

Metre gauge—

(vii) State lines worked by companies . . . 5,390·75

(viii) State lines worked by the State . . . 1,451·25

(ix) Assisted companies . . . 172·75

(x) Lines owned by native states and worked by companies . . . 188·25

(xi) Lines owned and worked by native states . . . 804·00

(xii) Foreign lines . . . 58·75

Special gauges—

(xiii) State lines worked by the State . . . 36·00

(xiv) Assisted companies . . . 51·00

(xv) Lines owned by native states and worked by companies . . . 71·75

(xvi) Lines owned by native states and worked by state railway agency . . . 22·25

(xvii) Lines owned and worked by native states . . . 94·25

TOTAL . . . (z) 19,685·75

- (a) Worked by the Indian Midland Railway Company.
(b) Worked by the Bombay, Baroda and Central India Railway Company.
(c) Worked by the Great Indian Peninsula Railway Company.
(d) Although forming an integral part of the East Coast (state) railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railway Company.
(e) Worked by the Madras Railway Company.
(f) Excluding portion of the old Quetta loop—Sibi to Quetta—but including the open section of the Wagairah-Lyallpur railway which has been absorbed in the North Western (state) railway system, and 6·12 miles of military line not used for public traffic.
(g) Worked by the North Western (state) railway.
(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(i) Worked by the Eastern Bengal (state) railway.
(j) Including the Shalimar branch previously omitted.

- (k) Excluding the Bezawada extension, vide foot-note (d), and 2·99 miles of the metre gauge line from the junction with the Southern Mahratta railway near Tadepalli to Bezawada.
(l) Worked by the East Indian Railway Company.
(m) Including 2·25 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(n) Although for convenience classed amongst state railways, this line is the property of the Bengal and North-Western Railway Company.
(o) Excluding 6 miles of temporary line between Gogra Ghat and Bahramghat treated as a wagon ferry.
(p) Worked by the Southern Mahratta Railway Company.
(q) Worked by the South Indian Railway Company.
(r) Including the open section of the Mu Valley line which was absorbed in the Burma (state) railway on the 13th March 1895.
(s) Including 4·80 miles of Bhavnagar dock estates and Junagarh quarry lines.
(t) Worked by the Bhavnagar-Gondal-Junagarh-Forbandar railway.
(u) Including the mileage of the Cherra-Companyganj railway, which is treated as a steam tramway for administrative purposes only.

182. And the mileage sanctioned or under construction on the same date was 3,789.00 miles, as follows:

Standard gauge—
(i) State lines worked by companies Miles. Miles.
638.75

(ii) State lines worked by the State Miles. Miles.
850.00

(iii) Guaranteed companies 1.00
(iv) Assisted companies 483.25
(v) Lines owned by native states and worked by companies 34.25
(vi) Lines owned and worked by native states 21.00

2,028.25

Metre gauge—

(vii) State lines worked by companies Miles. Miles.
1,070.50

(viii) State lines worked by the State Miles. Miles.
340.50

(ix) Assisted companies 71.00

(x) Lines owned and worked by native states 213.25
(xi) Foreign lines 14.50

Special gauges—

(xii) Assisted companies 21.75
(xiii) Lines owned by native states and worked by companies 27.00

(xiv) Lines owned by native states and worked by state railway agency 2.25

TOTAL Miles. Miles.
3,789.00

There was thus a grand total of railways completed and in hand, on the 1st April 1896, of miles 23,474.75^(a)

(a) The existing South Indian, metre gauge, railway between Gadag and Nellore, 24.25 miles, to be taken over and converted to the standard gauge.
(b) The total sanctioned mileage is 190.00 miles, of which 8.25 miles, the distance between Hyderabad (Sind) and Bahukli, are in progress.
(c) The length between Basul (New Pind-Sultani) and Langur, 10 miles, is a part of the open mileage of the Ahmednagar branch of the North Western railway.
(d) Commencement of work not yet authorized.
(e) Commencement of earthwork sanctioned for famine relief purposes.
(f) The mileage given is exclusive of the existing line of the Lucknow-Bareilly railway, 3.24 miles, to be utilized between Ballia and Aizhabad.
(g) Includes the mileage of the Cherra-Companiganj railway, which is treated as a steam tramway for administrative purposes only.

183. During 1896-97, i.e., from 1st April 1896 to 31st March 1897, 985.62 miles of new railway was authorized as follows:

Standard gauge—
(i) State lines worked by companies Miles. Miles.
60.00

(ii) State lines worked by the State Miles. Miles.
71.59

(iii) Guaranteed companies 38.07

(iv) Assisted companies 192.47

(v) Lines owned and worked by native states Miles. Miles.
54.15 416.23

Metre gauge—

(vi) Assisted companies 141.00

(vii) Lines owned by native states and worked by companies 389.81

(viii) Lines owned and worked by native states 38.53 569.34

TOTAL Miles. Miles.
985.62

And 734.91 miles were opened to public traffic as follows:

Standard gauge—
(ix) State lines worked by companies Miles. Miles.
29.05

(x) State lines worked by the State Miles. Miles.
336.09

(xi) Guaranteed companies 1.07

(xii) Lines owned by native states and worked by companies Miles. Miles.
34.25 400.46

Metre gauge—

(xiii) State lines worked by companies Miles. Miles.
263.13

(xiv) State lines worked by the State 34.57

(xv) Assisted companies 15.00 312.70

Special gauge—

(xvi) Assisted companies 21.75

TOTAL Miles. Miles.
734.91

(a) Commencement of work not yet authorized.
(b) Provisionally sanctioned. Commencement of earthwork, as far as the Akhal Pass, about 64 miles from Manmad, authorized.
(c) Reported as likely to be opened by the close of 1896-97.
(d) Previously omitted.
(e) Commencement of work on the Jamalpur-Bulhanahli section has not yet been authorized.

184. The total length of open line at the commencement of 1897-98, i.e., on the 1st April 1897, will therefore be 20,420.71 miles, comprising:

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	3,742.68	
(ii) State lines worked by the State	4,475.13	
(iii) Guaranteed companies	2,588.12	
(iv) Assisted companies	183.63	
(v) Lines owned by native states and worked by companies	632.45	
(vi) Lines owned by native states and worked by state railway agency	123.86	
		11,745.87
Metre gauge—		
(vii) State lines worked by companies	6,540.28	
(viii) State lines worked by the State	598.96	
(ix) Assisted companies	187.61	
(x) Lines owned by native states and worked by companies	183.30	
(xi) Lines owned and worked by native states	804.00	
(xii) Foreign lines	58.80	
		8,377.95
Special gauges—		
(xiii) State lines worked by the State	36.03	
(xiv) Assisted companies	72.75	
(xv) Lines owned by native states and worked by companies	71.66	
(xvi) Lines owned by native states and worked by state railway agency	22.12	
(xvii) Lines owned and worked by native states	94.36	
		296.89
TOTAL		*20,420.71

- (a) Correction of mileage.
 (b) Worked by the Indian Midland Railway Company.
 (c) Worked by the Bombay, Baroda and Central India Railway Company.
 (d) Worked by the Great Indian Peninsula Railway Company.
 (e) Although forming an integral part of the East Coast (state) railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
 (f) Worked by the Madras Railway Company.
 (g) Excluding portion of the old Quetta loop from Nari Bank to Kolpur which has been dismantled, but including 6.12 miles of military line not used for public traffic, as also the open section of the Wazirabad-Lyallpur railway, the Mochkal-Bolan railway and the Kotri-Kohri chord line absorbed in the North Western (state) railway system.
 (h) Worked by the North Western (state) railway.
 (i) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company. The working of the line was undertaken by the company from the 1st January 1897.
 (j) Excluding the Bezwada extension, vide foot-note (a), and 2.93 miles of the metre gauge line from the junction with the Southern Mahratta railway near Tadopalli to Bezwada.

* Made up as follows:—
 Open at the commencement of 1896-97
 Added during 1896-97

444—Net increase due to corrections of mileage

	Miles.	Miles.
(i) East Indian	1,704.20	
Bengal Central (i)	125.01	
Bengal-Nagpur	880.93	
Indian Midland	(a) 679.68	3,742.68
Bhopal-Mirat (British section)	(b) 13.11	
Godhra-Rutlam-Nagda	(c) 140.57	
Wardha-Coal	(d) 44.89	
Dhond-Mannad	(e) 16.44	
East Coast (state) (Bezwada extension)	(f) 20.59	
Bezwada-Madras (Madras-Ennur section)	(g) 8.46	
(ii) North Western (state)	(g) 3,801.80	
Hyderabad-Shadipalli	(h) 68.91	4,475.13
Oudh and Rohilkhand (state)	(i) 812.37	
Eastern Bengal (state)	(j) 249.84	
Calcutta Port Commissioners' East Coast (state)	(k) 8.63	
(iii) Great Indian Peninsula	(l) 1,238.00	
Bombay, Baroda and Central India	(m) 460.90	2,588.12
Madras	(n) 839.22	
(iv) Delhi-Umballa-Kalka	(o) 161.40	
Tarakesur	(p) 22.23	183.63
(v) Khamsaon	(q) 7.65	
Amraoti	(r) 5.44	
Bina-Goonna	(s) 71.74	
Bhopal-Mirat (Native state section)	(t) 41.29	632.45
Bhopal-Ujjain	(u) 113.51	
Nagda-Ujjain	(v) 84.23	
The Nizam's Guaranteed state	(w) 332.32	
The Gackwar's Pella	(x) 13.35	
Kolar-Gold-Belds	(y) 10.00	
(vi) Rajpura-Bhatinda	(z) 107.94	
Jammu and Kashmir (Native state section)	(A) 15.92	123.86
(vii) Bengal and North-Western—	341.40	
Tirhoot section	474.39	
Company's section (m)	231.17	
Rohilkhand and Kumaon (Lucknow-Bareilly section)	(c) 1,673.94	6,540.28
Rajputana-Malwa	(d) 17.23	
Palampur-Udaipur	(e) 1,043.01	
Southern Mahratta	(f) 119.66	
Guntakal-Mysore frontier	(g) 290.00	
Southern Mahratta (Mysore section)	(h) 1,041.63	
South Indian	(i) 63.99	
Mayavaram-Mutupet	(j) 360.13	
A-kam-Bongal	(k) 898.45	
Burma	(l) 898.45	
(viii) Eastern Bengal (state)—	473.47	598.96
Northern and Behar sections (including the	58.92	
Kanai-Dharila, 2' 6" gauge, branch)	31.57	
Dacca section	4.79	
Cawnpore-Burhal (metre gauge link)	57.92	187.61
(ix) Deoghur	38.40	
Rohilkhand and Kumaon (Company's section)	77.60	
Bengal Doars	(c) 18.00	
Dhara-Badiya	(d) 22.63	
Ahmedabad-Parantij	(e) 29.07	183.30
(x) The Gackwar's Meshana	(f) 51.33	
Kohapur	(g) 15.25	
Yasvantpur-Mysore frontier	(h) 361.00	
Mysore-Nanjangad	(i) 60.31	804.00
(xi) Jodhpore-Bikaner	(j) 333.46	
Godpore-Chitor	(k) 40.23	
Bhavnagar-Gondal-Junagarh-Porbandar	(l) 51.00	
Jatapur-Rajkot	(m) 7.60	58.80
(xii) West of India Portuguese	(n) 6.00	
Pondicherry	(o) 2.00	
(xiii) Cherra Companyganj (2' 6")	61.00	
Jorhat (2' 6")	21.76	36.03
(xiv) Darjeeling Himalayan (2' 0")	21.76	
Batal (2' 0")	(a) 27.12	
(xv) The Gackwar's Dabhol (2' 6")	(b) 27.12	72.75
(xvi) Couch Behar (2' 6")	(c) 27.12	
(xvii) Morvi (2' 6")	(d) 27.12	71.66

- (1) Worked by the East Indian Railway Company.
 (2) Including 2.19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
 (m) Although for convenience classed amongst state railways, this line is the property of the Bengal and North-Western Railway Company.
 (n) Worked by the Southern Mahratta Railway Company.
 (o) Worked by the North Indian Railway Company from the 1st January 1897.
 (p) Transferred for working to the Baroda Railway Company from the 1st January 1897.
 (q) Being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
 (r) Including 4.60 miles of Bhavnagar Dock railway and Junagarh railway.
 (s) Worked by the Bhavnagar Gondal-Junagarh-Porbandar railway.
 (t) Treated as a steam tramway for administrative purposes only.
 (u) Worked by the Eastern Bengal (state) railway.

Miles.
 10,665.76
 231.91
 20,420.71
 444—Net increase due to corrections of mileage

185. And the mileage sanctioned or under construction on the 31st March 1897 will be 4,039.72 miles, made up as follows:

	Miles.	Miles.
(i) Bengal-Nagpur— Rajpur to Dhamtari with branch to Rajim (2' 6" gauge)		
Indian Midland— Saugor to Katni		(b) 80.00
Moghal Sarai-Gya— Moghal Sarai to Gya		(a) 116.00
Bengal-Nagpur railway extensions— Sil and Midnapore to Howrah		(a) 128.28
Midnapore to the Mahanadi at Cuttack	167.00 194.00	361.00
(ii) North Western (state)— Lyallpur to Khanewal		105.00
Eastern Bengal (state)— Belachhi to the Ganges		2.33
Rajbari to Lalgaola, new station		3.50
Panchooria to the Ganges		5.60
Panchooria to Faridpur		14.69
(iii) Rae Bareilly-Benares— Rae Bareilly to Benares		25.82
Bezwada-Madras— Ennur to Bezwada		138.06
Kotri-Kohri (chord line)— Kotri to Hyderabad (Sind)		(c) 229.97
Mari-Attock— Romia to Basal (New Pind-Sultani)		(d) 5.30
Langar (e) to Mari	25.00 65.00	80.00
(iii) Great Indian Peninsula— Jaigaon to Amalner		
(iv) South Bohar— Lucknow to Gya		
Hurdwar-Jehra— Hurdwar to Dehra		(a) 78.81
(iv) Southern Punjab— Delhi and Bhatinda to Samana		(b) 30.00
Tapti Valley— Surat to Amalner		(c) 400.94
(v) Bhus-Goonna (Goonna-Bara extension)— Goonna to Bara		162.47
(vi) Bengal and North-Western— Tirhoot section— Hajepore to Begumserai	44.25 117.75	162.00
Garhara to Kuthar		
Company's section— Ganges Gogra-Duah lines— Turtipur to Benares	(a) 183.20 27.00	210.51
Mau to Azamgarh		27.00
Mau to Ballia and Revelganj	(a) 71.33	434.05
Eydepur to Ghazipur	29.03	
Salemput to Barhaj	(a) 12.65	
Bulrampur to Tulsipur	(a) 20.00	
Jangal Motpur to Katarin ghat	(a) 27.04	61.53
West bank (Gogra ghat to Jarwal		
Road with permanent bridge		
over the Gogra river	(b) 1.80	
Assam-Bengal— Indrapur to Makum	(a) 325.32	1,077.12
Indrapur to Teicher	(a) 18.62	
Jamunamukh to Lumding	(a) 39.15	392.07
Borna— Mogung to Myitkyins		37.00
Mauldalar-Kunlon— Mrohaung to the right bank of the Salween river		
(vii) Cawnpore-Burhal (metre gauge link)— Cawnpore to Aishbagh		224.00
(viii) Sultanpur-Bogra-Kaliganj— Sultanpur to Kaliganj		(a) 45.03
Mymensingh-Jamulpur Subhankhall— Mymensingh to Subhankhall		60.00
Bogowla-Ruksaul— Bogowla to Ruksaul		(A) 83.00
Ahmednagar-Parantij— Dabohali to Ahmednagar		18.70
Nagiri— Mettupalayam to Coonoor		39.19
(ix) Hyderabad-Godavari Valley— Hyderabad to Maunad		16.61
(x) Bikaner-Kharl— Bikaner-Jodhpore Frontier		(f) 24.00
Rajkot-Jamunpur— Rajkot to Jamunpur		(f) 135.00
Birur-Shimoga— Birur to Shimoga		60.34
(xi) Karikal-Peralam— Peralam to Karikal		24.53
(xii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xiii) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xiv) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xv) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xvi) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xvii) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xviii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xix) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xx) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
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(xxxi) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
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(xxxix) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xl) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xli) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xlii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xliiii) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xliv) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xlv) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
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(xlviii) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xlviii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xlviii) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xlviii) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xlviii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xlviii) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xlviii) Couch Behar (2' 6")— Right bank of the Torra river to the town of Couch Behar		2.24
(xlviii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xlviii) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
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(xlviii) The Gackwar's Dabhol (2' 6")— Yishvami to Padra		7.20
(xlviii) Rajpala (Aulhara-Pardite line) (2' 6")— Aulhara to Pardite		19.73
(xlviii) Couch Behar		

186. It is expected that the following lengths of unfinished line will be opened for public traffic in 1897-98 :

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	116-00	
(ii) State lines worked by the State	292-88	
(iii) Assisted companies	400-94	
(iv) Lines owned and worked by native states	76-20	886-02

Metre gauge—		
(v) State lines worked by companies	481-25	
(vi) State lines worked by the State	45-03	
(vii) Assisted companies	74-40	
(viii) Lines owned and worked by native states	50-30	
(ix) Foreign lines	14-45	665-43

Special gauges—		
(x) Lines owned by native states and worked by companies	26-93	
TOTAL	1,578-38	

Leaving the undermentioned lines for completion in 1898-99 or later :

Standard gauge—	Miles.	Miles.
(xi) State lines worked by companies	547-26	
(xii) State lines worked by the State	292-27	
(xiii) Guaranteed companies	33-07	
(xiv) Assisted companies	271-28	1,148-88

Metre gauge—		
(xv) State lines worked by companies	595-87	
(xvi) Assisted companies	123-00	
(xvii) Lines owned by native states and worked by companies	359-81	
(xviii) Lines owned and worked by native states	201-53	
TOTAL	1,310-21	

Special gauges—		
(xix) Lines owned by native states and worked by state railway agency	2-25	
TOTAL	2,461-34	

	Miles.	Miles.	Miles.
(i) Indian Midland— Saugor to Katni			118-00
(ii) North Western (state)— Lyallpur to Toba Tek Singh		48-00	
Eastern Bengal (state)— Belgaichi to the Ganges	2-33		
Rajbari to Lalgaon, new station	3-60		
Panchooria to the Ganges	5-60		
Panchooria to Faridpur	14-69	25-92	292-88
Bag Barail to Benares		138-00	
Bag Barail to Benares			
Mari-Attock— Boumia to Basal (New Pind-Sultani)	25-00		
Langar to Mari	55-00	80-00	
(iii) Southern Punjab— Delhi via Bhatinda to Samasata			(a) 400-84
(iv) Bina-Goonna (Goonna-Bara extension)— Goonna to Bara			78-29

(v) Bengal and North-Western— Tirhoot section— Hajepore to Begamsara	41-25		
Company's section— Ganges-Gogra Doab lines— Turtipur to Benares	83-20		
Mau to Azamgarh	27-00		
Mau to Ballia and Bevelgaon	71-32	210-52	314-50
Syedpur to Ghazipur	29-00		
(vi) Salempur to Barh	13-65		
Bairampur to Tulsipur	20-00	59-73	481-25
Jangal Motipur to Katarian ghat	27-08		
Assam-Bengal— Balarpur to Silchar	18-83	56-75	
Jamunamukh to Lumding	88-13		
Burma— Mogaung to Myitkyina		37-00	
Mandalay-Kunlon— Myobauing to Namaw		73-00	
(vii) Cawnpore-Burhwal (metre gauge line)— Akhbar to Cawnpore			42-03
Begowlia-Rukauli— Begowlia to Rukauli		18-00	
Ahmedabad-Parantij— Daborah to Ahmednagar		39-59	74-40
Niletri— Mettupalajam to Coonoor		18-81	
(viii) Rajkot-Jamnagar— Rajkot to Jamnagar			50-30
(ix) Karikal-Peralam— Peralam to Karikal			14-45
(x) The Gackwar's Dabhol (2' 6")— Vishvamitri to Padra		7-30	26-93
(xi) Rajppla (Ankleswar-Parul section (2' 6")— Ankleswar to Parul		19-73	

	Miles.	Miles.	Miles.
(i) Bengal-Nagpur— Raipur to Bhamfari with branch to Rajim (2' 6" gauge)		60-00	51-25
(ii) Moghal Sarai-Gya— Moghal Sarai to Gya		126-26	
Bengal-Nagpur railway extensions— Sini via Midnapore to Howrah	162-00	361-00	
Midnapore to Cuttack	194-00		
(iii) North Western (state)— Toba Tek Singh to Khanawal		67-00	292-27
Bezwada-Madras— Eunor to Bezwada		229-97	
(iv) Kotri-Rohri (chord line)— Kotri to Hyderabad (Sind)		5-30	86-07
(v) Great Indian Peninsula— Jalgaon to Amalner		78-81	51-26
South Bebar— Luckeesarai to Gya		80-00	
(vi) Hurdwar-Dehra— Hurdwar to Dehra		162-42	
Tapti Valley— Surat to Amalner			

(i) Bengal and North-Western— Tirhoot section— Gachhara to Katihar	117-75	117-25	
Company's section— West bank Gogra ghat to Jarwal Road	1-80	825-28	687-7
(ii) Assam-Bengal— Balarpur to Mahum		151-00	
Mandalay-Kunlon— Namaw to the right bank of the Salween river		60-00	
Sultanpur-Jogra-Kaliganj— Sultanpur to Kaliganj		63-00	
(iii) Myemaligh-Jamalpur-Subbhanhalli— Myemaligh to Subbhanhalli		26-00	
(iv) Hyderabad-Godavari Valley— Hyderabad to Mannad		135-00	
(v) Rikarner-Kharl		35-00	
(vi) Balotra-Jodhpore Frontier			
(vii) Bikaner-Srinagar— Bikaner to Srinagar			
(viii) Cochin Debar (2' 6")— Right bank of the Tora river to the town of Cochin Debar			

(a) It is reported that the line will be ready for opening, but only partially ballasted by the 1st July 1897.

MADURA - PAMBAN RAILWAY.

I have placed in the post packet a copy of a letter from Messrs. Best and Company of Madras, enquiring whether, in the event of their floating a Company for the construction of the Madura-Pamban Railway, this Administration will consent to construct and work the line in terms of Government of India Circular No. 514 R. C., dated 17th April, 1896. Should the terms of this Resolution be not acceptable in toto, Messrs. Best and Company ask whether this Company is prepared to accept certain modifications to the same, and if so to be informed on what conditions the Company will undertake construction and working. Messrs. Best and Company also state that should the Company decide to act in concert with them in the matter on terms mutually acceptable they propose to form a Company which will receive a dividend of 3½%, or a higher return, if the net earnings of the branch are sufficient in accordance with the provision of para 2 (VI) (b) of the above Circular, a copy of which was sent to you with my letter No. 484 of 2nd June, 1896. The Madura - Pamban Railway was surveyed in 1895 by Mr. E. J. Shadbolt whose estimates and report were forwarded to you with my letter No. 461 dated 24th December, 1895. From these papers it will be seen that the line will be unusually cheap to construct while its traffic prospects are very favorable. Mr. Shadbolt estimates the cost per mile at Rs. 41,774, excluding rolling stock, but this figure was considered too low by the Consulting Engineer for Railways, Madras, who raised it to Rs. 43,000. Accepting the higher figure and taking working expenses at 60 per cent of the gross earnings, (which percentage makes a fair provision for rolling stock) the following rate of interest on the Capital outlay will be derived from the gross earnings shown below:—

3 per cent on Capital outlay requires	62	Rs. per mile per week.
4 " " " " " "	83	" " " " " "
5 " " " " " "	103	" " " " " "
6 " " " " " "	124	" " " " " "
7 " " " " " "	145	" " " " " "
8 " " " " " "	165	" " " " " "
9 " " " " " "	186	" " " " " "
10 " " " " " "	207	" " " " " "

Mr. Shadbolt considers that the traffic of the line will eventually reach Rs. 240 per mile per week, and even considering this estimate as over sanguine there can be no doubt that the extension will be extremely remunerative. Messrs Best and Company propose to raise the necessary capital under the terms applicable to feeder lines, but it is open to question whether a length of Railway, which forms portion of an important through route, and which, on opening for traffic, will become a main line section, can be considered as a feeder line. It seems to me that the Madura-Pamban line should properly form an integral portion of this undertaking, and that it is neither to the advantage of Government or of this Company for a section of line owned by a third Agency to be interpolated in the direct through route between India and Ceylon. The necessary capital for the line can doubtless be raised either by Government or this Company, without the help of a subsidiary Company, and on terms more advantageous to the State than those proposed by Messrs Best and Company. Should however these views not commend themselves either to Government or the Board I think this Company should co-operate with Messrs. Best and Company. The Madura - Pamban Railway will undoubtedly attract a good deal of traffic from the Madura-Tuticorin section, but it must produce extra traffic over the system which will more than compensate for the loss it causes.

No 664
1415

Trichinopoly 27th March 1897.

My dear Fowler,

Mr. Notman has written to me as follows with respect to our O. O. Correspondences regarding Madura. Pamban Line.

" From Mr. Fowler's O. O. to you of 22nd of January, it is evident that both the Governor and he are under the impression that we had been in Official Correspondence with India Office on this matter and that whatever change of front had occurred must have been due to some understanding between the Secretary of State and the Board. This, as you know, is not so and it might perhaps be as well if you take an opportunity of telling Mr. Fowler the actual facts of the case."

Yours sincerely.

H. B. G. Mallet

Agent.

12/4/97

I am writing just above a letter has come in from the Govt. of India, so I have not been able to do it for some time.

C. J. M.

12/4/97

for the next few years at all least, very slight indeed. The Company can however raise State Guaranteed Debentures with the Sec. of State's sanction. This is the late Vicary said, is of borrowing is ~~independent of the~~ to

12/4/97
Since nothing just done a letter has
come in from the Gov. of Ind. so I have
noted separately in it. for order

Circ
12/4/97

F.M.
12/4/97

very slight indeed. The Company can
however raise State Guaranteed Debentures
with the Sec. of State's sanction. This was
the late Vicary said. - as borrowing is
~~required at this time~~
to

1419

29/3/97

H. S. The Governor

Hon. Mr. Bliss C.I.S.

Hon. Mr. Goss C.I.S.

1. Sum

2. I do not think the Govt

can do anything in the matter.

A.H.

6.4.97

I should like the suggestion
thrown out in the last
para of this note to be
acted on. It may do good
& can't do harm.

MS

874/97

Draft for H.S.'s ~~and Hon. Mr. Goss~~

approval. If returned only to Govt S.I.B. will get
the letter in time for the Govt.

FMS

12/4/97

Since meeting just above a letter has
come in from the Govt. of India, so I have
written separately on it for record.

C.P. 12/4/97.

FMS

12/4/97

Madras Pamban Railway

It is only within the last few days that
H.S. and Hon. Mr. Goss have seen Mr. Goss
Best of his application to the Govt. of India
for a concession to construct the Madras
Pamban Rly.

I have now received the annexed copy
of a letter on this subject from the Agent
S.I.B. & C. to the Govt. I think
that the position taken up by the Agent
S.I.B. is a proper position, viz that
the Government of India, as a general
principle, have the prior right to construct
such branches.

The South Indian Railway might

~~the Govt. of India to the S.I.B.~~

themselves construct the branch, & of
obtaining the money from Government. We
know that the chance of their obtaining
the necessary funds in this ^{directly} way, one,
for the next few years at all events,
very slight indeed. The Company can
however raise State Guaranteed Debentures
with the Sec. of State's sanction. This was
the late Viceroy said, is of borrowing in
~~the Govt. of India to the S.I.B.~~

"disguise", and the practical difficulty
about this method is that, in common with
direct state grants to Bridges, the amount
so raised is limited by the amount of the
sum. I forget how many acres, what the
Govt. of India has got sanction to ~~grant~~
you Bridges for the current term of the
years to which such sanction is applicable.

Money raised however in what
we know as Borrowed Line Terms
is outside the restrictions imposed by
the sanction above referred to, and for
this reason Messrs Best & Co. offer
to raise the money ought to be welcome.

But the S.I.B. have it in
their power, if they choose, to form
a subsidizing Company for the raising
of funds for, and for the building of,
Banks lines under the Govt. of India
terms for the financing of such banks.

It would be far preferable if the
S.I.B. ^{Director} could induce their shareholders
to agree to the formation of such a subsidizing
Company.

The Agent does not in his letter
contemplate the possibility of his Board

forming such a Company. He refers only
to direct state ~~state~~ grant, and to
guaranteed debentures, and to their cooperation
with Best & Co.

His Board at home are doubtless
quite familiar with the method of financing
that I refer to, and on the Agent
has fully advised them that the prospects
of traffic ~~are~~ are good. I do not
think that any action on our part
can be of any use.

We can only await the S.I.B.
Board reply, unless H.E. and Hon. Sec.
would desire me to make the suggestion
to the Agent, in the hope of perhaps
expediting matters.

FCS

30/3/77

Extract from Board's letter to the Agent, S. S. R.
N^o. 189 dated 15th April 1897.

SERIAL

No. 30

230

Madura Pamban Railway

With your N^o 525 you forward copy of a letter dated 13th March, 1897, from Messrs Best & Co, Madras, Enquiring upon what terms the Company would Construct and work this branch in the event of their floating a Company and raising the necessary Capital. On the 11th March Messrs Best & Co placed before the Board direct their views and proposals in reference to this projected railway, which they had Embodied in a letter addressed to the Govt of India. These proposals were generally approved by the Directors, and Messrs Best & Co were so informed by letter dated 31st March, 1897, and acknowledged by them on 3rd April. A copy of the Correspondence is forwarded for your information.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, _____ 189 .

To

Agent. S. I. B. Co.

No.

Reply No.

, dated

SIR,

Reminders.

With reference to your letter to your Board, No. 525, dated the 17th March 97, and to the remarks therein contained which relate to the Madras Branch Ry. I would suggest that it might be better that the S. I. B. Co's Directors should themselves present a ~~Memorandum~~ Branch Line Company subsiding to the S. I. B., instead of ostensibly co-operating with any particular firm.

2.- It seems to present to be very unlikely that capital can be made available by Government for the construction of the line by the S. I. B. Co. directly, or that they can be induced to raise the Government Subsidy for the purpose; and the disadvantages of the intervention of an independent set of promoters are obvious, and indeed are recognized in your letter to your Board.

3.- Under these circumstances the adoption of any suggestion for the formation of a Company of a Subsiding Branch Line Company.

Cancelled

on terms
mutually acceptable to your shareholders
and to Government, without undue prominence
being given to the name of any special
firm of promoters, would probably have the
effect of meeting our difficulties which to
be contented under the condition of
promotion.

I have &
Yrs
12/4/97

Public Works (1897) Department.

CURRENT No. 3701

Order

From
The Govt of India.

No. 552 Re.

Dated 5. 4. 97
Received 12. 4. 97.
Enclosures 4.
Spare copies

SUBJECT.

Madura Pamban Railway
Jorg: an Application from Messrs
West & Co. for a Concession for the
Construction of the ———
& requesting to be furnished
with the opinions of the
Govt of Madras upon this
application together with
any communication that
the Agent, S.I. Ry may be
prepared to make in
respect of the Construction
& working of the branch
railway

[illegible]

No	Date.
	9

The Under Secretary of State
for India.

No. 12.

Railway,

14th December 1896.

Four copies

Letter to the Govt. of India,
No. 111, and enclosures.

India Office,
London, 17th December 1896.

Railway,
No. 111.

To His Excellency The Right Honourable The Governor
General of India in Council.

My Lord,

With reference to my Railway Despatch,
No. 95, of the 15th October 1896, and with special
reference to the last paragraph thereof, I transmit
herewith, for the information of your Excellency's
Government, copy of a letter* from the Directors
of the South Indian Railway Company, expressing
a hope that no decision will be come to in regard
to the construction of the Madura-Paumban Rail-
way until they have been afforded an opportunity
of expressing their views, and of making proposals
for the construction and working of the line in
question, which would form an extension or branch
of their main line.

Madura-Paumban Railway.

* No. 483, of 27th November 1896.

2. I shall be glad to be furnished with your
views on the Board's letter now forwarded.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,

(Signed) GEORGE HAMILTON.

Photo 1 of 1

8

10

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

		Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger Fares—</i>			
1st class	...	...	...
2nd class	...	...	...
Intermediate class	...	...	...
3rd or lowest class	...	...	...
		Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Luggage</i>		...	...
		Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Carriages—</i>		...	...
Single carriage		...	...
		Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck		...	...
		Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Horses—</i>		...	...
Single horse		...	...
		Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
<i>Dogs—</i>		...	...
Each		...	...
		First 100 miles. Annas.	Every additional 100 miles. Annas.
<i>Parcels—</i>		...	...
Not exceeding 5 seers or 1 cubic foot		...	...
" " 10 " 2 cubic feet		...	...
" " 20 " 4 "		...	...
" " 30 " 6 "		...	...
" " 40 " 8 "		...	...
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet		...	...
		Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Goods rates—</i>		...	...
5th class		...	...
4th "		...	...
3rd "		...	...
2nd "		...	...
1st "		...	...
Coal, edible grain, and other low-priced staples to be carried at special rates		...	...

These obtaining on South Indian Railway.

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but, when completed, it is proposed to offer the working to the S.E. Railway Company on the following terms:—

- (i) *That the ratio of expenses shall be that obtaining on the South Indian Railway but will not exceed 50 per cent of the gross earnings of the branch railway from*
- (ii) *all sources.*

(Sd) Best & Co

AD

(iii), etc.

295-P

Copy of a letter dated the 13th March 1927 from
Messrs. Best and Company, Madras to the Secretary to the
Government of India, Public Works Department.

In continuation of our letter of 22nd September last
and in anticipation of the Government of India shortly
notifying the Madras Pamban Railway as one for which
tenders will be considered for its construction by the
Agency of a private Company we have the honour to submit
herewith our application for the concession to form such
a Company on the undernoted terms accompanying same with
Forms A &c. duly filled up in accordance with Resolution
by the Government of India No. 514 R.C., dated 17th April
1926.

(1) We propose to float the said Company under para-
graph 2 (vi) (b) of the above referred to Resolution
whereby the Company will receive a dividend of $3\frac{1}{2}\%$
provided that the amount of net earnings from local and
interchanged traffic be sufficient and a higher return
if the net earnings of the branch from its own traffic
are sufficient to pay such higher dividend.

(2) We request permission to reserve to ourselves
as promoters a commission of $2\frac{1}{2}\%$ on the subscribed
capital of the said Company to cover all remuneration
for trouble and expense incurred excluding legal expenses
and charges for printing, advertising, registration and
stamps and further that a sum of Rs. 7,500 per annum be
sanctioned towards the office and general management
expenses of the Company in terms of paragraph 3 (vi) (a)
(5) (c) of Resolution No. 514 R.C.

(3) We are in negotiation with the South Indian
Railway Company in regard to the construction of the said
Railway which we propose to entrust to their care also
the working vide Appendix C enclosed.

enc
P.W. 370/127

- (4) We have the honour to request that the concession may be for a period of six months from the date granted.
- (5) We are not submitting a map as the alignment we propose is identical to that adopted by Mr. Schabolt in his survey of 1895.

RD

Copy.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

HER MAJESTY'S SECRETARY OF STATE
FOR INDIA.

No. 35 Railway.

Dated Calcutta, the 24th March 1897.

Received

MADURA-PAUMBAN RAILWAY.

Construction by the South Indian Railway
Company.

Postponement of the work till funds can be
provided, unless taken up by a Branch Line
Company.

G. I. C. P. O.—No. 1890 P.W. D.—22-3-97—80—P. M. M.

*enc 3
P. 60 3700/197*

*enc 2
P. 60 3700/197*

28 S. 11
No. 35 Railway of 1897.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

THE RIGHT HONOURABLE LORD GEORGE FRANCIS HAMILTON,
Her Majesty's Secretary of State for India.

Calcutta, the 24th March 1897.

MY LORD,

We have the honour to acknowledge the receipt of your Lordship's Railway despatch No. 111, dated 17th December 1896, enclosing copy of a letter from the Directors of the South Indian Railway Company in which they express a hope that no decision will be come to in regard to the construction of the Madura-Paumban Railway until they have been afforded an opportunity of submitting their views and of making proposals for the construction and working of the line which would form an extension or branch of their main system.

2. The concession granted to Messrs. Wallace Brothers in connection with the same project, extended into Ceylon we learnt from your Lordship's Railway despatch No. 95, dated 15th October 1896, had definitely lapsed on the 26th July 1896.

3. The Madura-Paumban project was considered at the Conference which assembled in Simla last autumn, and we would invite attention to the remarks recorded on pages 72—74 of statement I forming appendix 2 to enclosure No. I of our Railway despatch No. 76, dated 4th November 1896. It will be seen that although the Conference were of the opinion that it would be preferable to construct the branch as an integral part of the South Indian railway system, yet that the impossibility of providing funds for the purpose within the next three years left them no alternative but to postpone the project, if to be carried out in the manner proposed, until funds could be made available. Accordingly no provision for this line was made in the Forecast of outlay on capital account for the three years ending 1898-99, forwarded with our Financial despatch No. 327, dated 4th November 1896.

4. We have, however, to forward, for your Lordship's information, a copy of correspondence* which has taken place on the subject with the Government of Madras from which it will be seen that we are prepared to receive and consider suggestions for the construction of this line on "Branch Line terms."

*Enclosures Nos. 1 and 2.

We have the honour to be,

My Lord,

Your Lordship's most obedient and humble Servants,

ELGIN.

GEO. S. WHITE.

J. WESTLAND.

J. WOODBURN.

M. D. CHALMERS.

E. H. H. COLLEN.

A. C. TREVOR.

All communications
should be addressed
to the Secretary.

No. 552 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

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

Madras, the 5th April 1897.

SIR,

With reference to paragraph 2 of your letter No. 37 R. dated 18th January 1897, I am directed to forward for the information of the Government of Madras a copy of the

Despatches
From Secretary of State No. 111 Railway, from and to
dated 17th December 1896. the Secretary
To Secretary of State No. 35 Railway dated of State
24th March 1897. marginally

noted regarding the proposed railway from Madras to Panambur and its construction by a Company under "Branch line terms."

2. I am also to forward a copy of an application from Messrs. Best
Letter dated 15th March 1897 and enclosure and Company
Madras, for a
concession for the construction of this railway under the
terms of Public Works Department Resolution No. 514 R.C.,
dated 17th April 1896, and to request that the Government
of India may be furnished with the opinion of the Govern-
ment of Madras upon this application together with any
communication that the Agent South Indian Railway Company

Documents accompanying.

Enclosure No. 1.—Letter from the Government of India, to the Government of Madras,
No. 1958 R. C., dated 22nd December 1896.
Enclosure No. 2.—Letter from the Government of Madras, to the Government of India,
No. 37 R., dated 18th January 1897.

Flag F

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

G. A. M. M. M.

Under Secret.

Documents accompanying:-
Copy of correspondence marginally
noted.

AD

Special

H. S. Z. Johnson

Mr. H. R. Blair C. 18.

" " " from C.S.

D.W.C. No. 5701
Madura Pamban Pg. 32

I had just put up a draft, for H.S.'s approval, in terms of the Hon. Sec. Bliss' suggestion dated 8-4-97. ~~saying~~ giving the largest S.I.B. hint that it might make things easier for the future business relationship of the owner of the Madison Park Bldg. and Government and the S.I.B. stockholder. if it could be arranged that the latter company should themselves promote the subdividing a Grand line C. instead of letting any special Firm of promoters have a hand in the business.

As I say, I had just drafted, when
the accompanying letter came in from the
Govt. of India. Instead of making suggestions
for H.E.'s and then President's consideration, perhaps
it will make things clearer if I draft a
reply to the Govt. of India for approval. I
shall then prepare just up a draft letter for
the Govt. of India, and another for the Agent
S. I. R., both from this Government, and I
would also let the third draft, in form
of the Hon. Sec. Advn's suggestion, go out to Agent
S. I. R., in form of something like this.

I have formed the first two drafts, that is the
 from the front. of address to the front.
 of India and that from the front. of
 address to the Agent S. T. R.

These were approved the day before
the Consulting Engineer to the Agent S. Y. R.
If the suggestions the air and path are
in accordance with the Company's
own views, they are unnecessary. just take
If they are not, but are in "D. J. Jones"

and on, because
fast, her made

There is a D.O. 1
- are
the the with James
7/15
12/1/67

W.L.M.

No. 277

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Secretary to the Govt
Ed: J.W.D.

Simla

Post received 22/4/1897

SIR,

I am directed to acknowledge the receipt of your letter No. 552. P.C. dated the 5th April 97. on the subject of the Madras Pamban R. and the best method of promoting its construction.

2. I am instructed to say in reply that is the opinion of this Government, as already expressed in my letter No. 737. R. dated the 3rd Sept 96. the South Indian Railway Company are the most suitable Agency for the construction and working of the Madras Pamban Railway.

H.R. The Government is contented with satisfaction. From a perusal of your letter to the B. H. the Sec. of State, No. 35. R. dated the 24th March 97. that the opinion was expressed in the Railway Conference of last year. Since however it appears that there is no chance of an allotment of funds being made for the Railway

made against fort. by the S. Y. R. Co.

or to complaints by Messrs. Bunt & Co.

Mr. Spring may of course express verbally to Capt. Shelley, his opinion in the matter. But he should not commit himself to writing.

A.H.H.

12.4.97

The Hon. Mr. Justice. C.S.C.

Two drafts, just below, await the Hon. Justice's approval. It is a matter of urgency that they should be disposed of soon, as they have to do with the coming Railway Conference in Simla in May.

J.P.S.

21/4/97

Approved

J.S.

24/4/97

The two drafts to come

J.W.S.

21/4

15/4/97 / Bunt & Co. not object. No objection made by Mr. Bunt & Co. + Capt. Shelley are not to be made.

J.W.S.

I have done this. Capt. R.S.

J.P.S.

A.H.H.

A.S.H.

12.4.97

15/4/97

1/4/97

J.S.

21/4/97

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE

Agent S.I.R.C.

Trichinopoly

Cotacaim, 22/4/1897.

Sir,

I get from your letter to your Board No. 515, dated the 17th March 97. that you have seen the Report of the Committee for the construction of the Madras Panchayat Extension from your side of the Madras Panchayat Extension. But lest you should not have the application before you I herewith enclose a copy of it which has reached this Govt. from the Govt. of India.

2. The Govt. of India have asked to be informed of any communication which, under instructions from your Board of Directors, you may be prepared to make in respect of the construction and working of the Branch Railway, in the manner proposed in para 3 of the Report of the Committee, which involves the acceptance of the Company of the conditions of P.W.D. Regulation No. 514.R.C. of the 17th April 96.

before the end of 1898-99. and since then, presumably, the Govt. of India are not in a position to send the view by the S.I.R.C. of State Government's objection to the extent that is necessary. This Government are strongly of opinion that the best course for adoption under the circumstances would be the formation of the South India R.C. of a subsidiary Branch line company, to make and work the extension on terms acceptable to the Govt. and branch company as to Government, without the assistance of any special form of promotion, but as to this, or other.

It seems necessary to report that the Government of Madras are most anxious to see some satisfactory arrangement made in connection with the construction of an extension to the existing line, and holding out such prospects of financial success, direct and indirect.

The Report South India R.C. has been addressed to the line suggested in the letter just of your 2. Your letter under ref. no. 12. remains still in course to be provided for the Govt. of India information.

I have to

Yours

Yours

1. 6.
I am therefore directed to request
that as soon as you are in a position to do
so you will furnish me with an expression
of the opinion of your Board, as desired
by the Govt. of India.

I have &c

M

12/4/97

Documented
11/21/97
1) Copy of Best & Co's application
2) Copy of Best & Co's letter to India
of 13/3/97

Extract from a letter from the Agent
South Indian Railway to the Board
of Directors N° 531 dated 28th April

32

Madura-Pamban Railway

In cont of the paragraph under the
head in my letter N° 525 of the 17th March
1897, I have to inform you that I have re-
ceived from the Local Government a Commu-
nication N° 278 R dated the 22nd instant
follows:—

"I gather from your letter to your Board
"N° 525 dated the 17th March 1897 that you
"have seen Messrs Best & Co's proposals
"for the construction and for the working
"through your Agency of the Madura-Pamban
"Extension. But lest you should not have the
"application before you I herewith enclose a
"copy of it which has reached the Govern-
"ment from the Government of India."

2 "The Government of India have asked
"to be informed of any communication
"which, under instructions from your Board
"of Directors, you may be prepared to make
"in respect of the Construction and working
"of

"of the Branch Railway, in the manner proposed
in para 3 of Messrs Best & Co's letter which
involve the acceptance by the Company of
the conditions of Public Works Deptt. Reso-
lution N° 574 R.C. of the 17th April 1896"

3. "I am therefore directed to request
that as soon as you are in a position
to do so you will furnish me with an
expression of the opinions of your Board
as desired by the Govt. of India"

I have placed in the post packet
a copy of Messrs Best and Company's
proposals referred to, and shall be
glad of an expression of the opinions
of the Board as desired by the Govt
of India.

RAILWAY.

Government {1897} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1897.

Enclosures

Spare copies

G.O., No. 331/A., R., 10th May 1897.

MAY.

Railway Programme of the Madras Presidency.

Ordered that the — be forwarded to the Government of India for the con-
sideration of the Railway Conference of 1897.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

READ the following:—

Note by the Consulting Engineer for Railways, Madras, dated 21st April 1897 for the
Railway Conference of 1897.

ORDER—No. 331/A., R., dated 10th May 1897.

Ordered that the following letter be addressed to the Government of
India.

[Here enter No. 332 R., dated 10th May 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.
Railway Branch.

THE RAILWAY CONFERENCE OF 1897.

NOTE BY THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS.

The Madras Presidency is concerned with a number of railway projects, some of which are still very far from being ready for final approval. All projects, however, are here detailed for facility of reference. Those for whose construction and working proposals have been made under the terms of Government of India Circular, No. 514 R.C., dated the 17th April 1896, are, as per paragraph 5 of the Hon. Mr. Trevor's memorandum, dated 26th March 1897, to be kept outside the programme of the annual forecast. But it has been thought best, for the sake of completeness and symmetry, to include them in the present note. As a matter of convenience the projects are here grouped together around the main railway systems by the agency of which, or in direct connection with which, it seems likely that they will be worked.

MADRAS RAILWAY COMPANY'S GROUP—STANDARD GAUGE.

I. Calicut-Cannanore, 59 miles—Rs. 73,75,000.—In his memorandum already referred to, the Hon. Mr. Trevor remarked as follows with reference to this important scheme: "The Government of India are very desirous to authorize an early commencement, and while it is considered preferable that this line should be constructed and worked as part of the parent line, with a special arrangement for treatment of the debenture capital raised for the branch and of the rate of exchange on its earnings, it has been recommended that, if the funds for its construction cannot be raised in the manner proposed, it should be made by a subsidiary or branch line company." The negotiations for the financing of this branch have now, as I learn unofficially from the Agent, Madras Railway, reached the following stage. The Directors of the Madras Railway Company in London have received a letter, No. 134 P.W., dated the 17th March 1897, from the Secretary of State, informing them of the terms on which the Government of India are prepared to sanction their raising money for the Calicut-Cannanore Railway. These terms are briefly as follows:—

- (a) The extension to be purchased at the same time as the parent line of which it will be a part.
- (b) Exchange rate to be the prescribed rate instead of the old 1s. 10d.
- (c) Extension to be worked at same percentage of gross receipts as obtain over entire system.
- (d) Excess of net earnings over interest to be net profits, and to be distributable one-fifth to Company and rest to Government, with a provision for making up, out of the Madras Railway's surplus profits, any deficit when interest is not covered by net earnings.

Subject to the Madras Railway Company's acceptance of these terms, the Secretary of State is prepared to sanction an estimate of Rs. 73,75,000 for 59 miles.

As this goes to press, I learn that the Agent has heard, by wire, from his Board, that they have accepted the Secretary of State's terms.

II. The Arcot Branch, 4.5 miles—Rs. 2,25,000.—This is the latest estimate, and is about half the originally estimated cost. The plans and all figures are ready, and have gone to the Board of Directors. There seems to be no reason why this small branch should not be included in the coming forecast. It is estimated as likely to pay 7 per cent., and has been included in the list of selected lines given in paragraph 10 of Mr. Trevor's memorandum.

I take it that the Company will not object, if Government should insist on it, to the capital cost being treated similarly to that of the Calicut-Cannanore line.

III. The Madras Harbour Branch, about 1 mile—Rs. 2,00,000.—Now that a reply has been received from the Military Department about the position of the railways with reference to the batteries, and now that the Madras Harbour improvement scheme is approaching maturity, it will be possible in a very few weeks to get

out a proper plan and estimate of this short and greatly-needed extension, which will not only bring the Madras, East Coast, and South Indian Railways into connection at a common station on the Beach, but will put all three into close contact with the boat basin which the Harbour Board have decided to build, and, with the coal hard, and with the shipping and port trade generally.

IV. *Shoranur-Cochin*, 73 miles—latest estimate Rs. 87,60,000.—But even this estimate, though far below that originally submitted for Rs. 1,51,12,000 by the Madras Railway Company, is believed to be susceptible of further large reductions when re-aligned on a 1 in 100 grade and 1,200 feet curve basis. The necessary re-alignment and survey are, however, for the present deferred pending a decision being come to as to whether the line is likely to be worth making. This extension cannot come into the forecast for 1897.

V. *Podanúr-Dindigul*, 107 miles.—The Madras Railway Company are anxious to construct this extension, and have made a traffic survey of it and sent it home to their Board asking to be allowed to make a regular survey. But meanwhile the South Indian Railway have put in a claim for it, and the general question now under consideration is whether it should be standard or metre gauge. The case is not ready for consideration at the coming conference.

VI. *Salem-Dindigul, Salem-Porto Novo, Erode-Satyamangalam*.—These three branches of the Madras Railway have been proposed from time to time; but they need not be seriously considered as coming within the scope of the present note.

SOUTH INDIAN RAILWAY COMPANY'S GROUP—METRE GAUGE.

VII. *Madura-Pámban*, 100 miles—Rs. 43,00,000.—Messrs. Best & Co. are anxious to get a concession for this line which they desire shall be worked by the South Indian Railway Company on the basis of the percentage of working expenses to gross earnings, limited to 50 per cent., obtaining over that Company's entire system. The Agent, however, has advised his Board not to allow so important an extension to pass out of their own hands. The Board's reply to this letter is awaited, and pending its receipt things are not ripe. The Secretary of State and the Government of India as well as the Madras Government are in favour of the construction of this important extension either by the South Indian Railway Company directly, or by a Branch Line Company subsidiary to them. The matter is still under consideration.

VIII. *Erode-Nanjangod*, 114 miles—to cost, including the purchase of the *Nanjangod-Mysore section*, £ 600,000 for 150 miles.—The latest phase of this suggested connection, between the South Indian and Southern Mahratta Railways, is a proposal from the Nilgiri Ry. Co. to construct the link. This proposal is believed to be strongly supported by the South Indian Ry. Co. and by the Mysore Government. The proposal includes a metre gauge connection between Mettupálaiyam and Satyamangalam, which would give through metre connection between the Nilgiris and Southern India, a thorough connection which would be rendered very much more direct and convenient if a metre link of 50 miles were made between Dindigul and Karúr.

The terms asked for are: interest in sterling at 3½ per cent. during construction, chargeable to capital when not covered by traffic receipts; rupee guarantee 3½ per cent. after opening; surplus profits to be equally divided; the South Indian Railway to work the line at 50 per cent. of gross receipts; and in addition, the usual clauses about purchase, rates and fares, land, and other matters.

IX. *Negapatam-Nagor*, 4 miles—Rs. 2,50,000.—This project on being recommended to his Board by the Agent, South Indian Railway, was sanctioned by them, and a survey has been sanctioned by the Government of India. Provision for making the extension was inserted in the current year's budget, and has not been cut out by the Government of India. We may therefore, I think, take it that this small extension will probably be included in the sanctioned programme.

X. *Podanúr-Dindigul*, 107 miles.—This overlaps the standard gauge scheme No. V. The South Indian Railway have entered a protest against the territory to be served being made over to the Madras Railway Company; but their proposals to make the connection themselves have not yet been submitted in definite shape. It seems probable that if the scheme referred to under the head of No. VIII, viz., for a metre connection between Dindigul and Karúr, should be put forward by the Nilgiri or by

the South Indian Railway Company and should commend itself to Government, the South Indian Railway could afford to leave to the Madras Railway Company the development of the Podanúr-Dindigul country. Matters are not ripe for the settlement of this question at the next conference.

XI. *Trichinopoly-Pudukkottai-Thondi*, 86 miles—Rs. 37,50,000.—The Agent, South Indian Railway, would place this proposed branch fifth in order of preference. It is not yet fit for submission to the Government of India. We are awaiting a reply from the Agent to a reference about survey, and from the Collectors of Madura and Tanjore about traffic figures. The Pudukkottai State, who have put forward the scheme, have suggested the formation of a Branch Line Company on an Imperial guarantee of 3 per cent., the proportion of the guarantee appertaining to the 41 miles inside Pudukkottai territory being underwritten by that State. The South Indian Railway Company are now considering these proposals, and nothing as yet is ripe for submission to the Government of India.

XII. *Tinnevely-Quilon*, 103.33 miles—Rs. 1,01,62,000.—The Agent of the South Indian Railway is strongly opposed to this line, and has proposed to his Board that, if they are to work it at all, they should do so on the basis of actuals. The Board disapproving of this have called on him to propose a percentage of gross earnings at which, without loss, it may probably be worked. The Agent replied in his No. 528, dated 7th April 1897, advising that, subject to a minimum of Rs. 80 per mile per week, for the first five years, and of Rs. 70 per mile per week afterwards, the branch be worked for the same percentage of net to gross receipts as obtains over the entire system, with in addition, a percentage charge for rolling stock. The Travancore Government have agreed to underwrite so much of a 3 per cent. guarantee, if offered by Government to a Branch Line Company, as applies to the 57 miles which lie inside their State.

XIII. *Tanjore District Board's lines—Mutupet-Araayarkoil*, 45 miles, 15 lakhs and *Kumbakonam-Mannárgudi*, 21 miles, 13 lakhs.—We sent these projects forward to the Government of India in January with a recommendation that the Mutupet-Araayarkoil line and the Nidamangalam-Mannárgudi section of 8 miles only of the second line should be approved. The District Board propose to raise the necessary capital by borrowing on the security of the opened Mayavaram-Mutupet Railway and of the railway guarantee cess. Should the projects meet with the Government of India's approval, surveys and estimates will be arranged for.

XIV. *Amayanaikanúr-Kuvuranath*, 75 miles—50 lakhs or £ 300,000.—Messrs. Wilson & Co. have asked for a concession to investigate this line with a view to raising a company for its construction and working. They have asked for a Government guarantee of 3 per cent. under branch line terms, with a division of surplus profits, two-thirds to themselves and one-third to Government. They ask for the concession for one year. They propose to run on the district road, and the District Board of Madura approve of the proposal. The application includes also a demand for a concession for the use, for electric traction, of the water power to be derived from the Periyár scheme. We have strongly supported this scheme in sending it forward to the Government of India on the grounds that it will be a valuable feeder to the South Indian Railway. The question of the utilisation of the Periyár water power is still in abeyance, and meanwhile the Company propose to use steam. The terms demanded are branch line terms.

XV. *Coonoor-Ootacamund*, 12 miles.—The Nilgiri Railway Company have asked for a concession to make this extension of their Mettupálaiyam-Coonoor line on branch line terms. Their proposal is now under consideration.

SOUTHERN MAHRATTA RAILWAY COMPANY'S GROUP—METRE GAUGE.

XVI. *Kurnool road to Kurnool*, 32 miles—Rs. 11,11,000.—The Southern Mahratta Railway Company have offered to promote a subsidiary company for making this extension, on branch line terms, but the Government of India had not, a year ago, decided whether or not to include this line in the list of branch lines for which they were prepared to receive offers, and so far as we know nothing has been done since.

XVII. *Arsikere-Mangalore*, 137 miles—Rs. 1,86,88,000.—This scheme seems hung up for the present, though its great importance is fully recognised by this Government, because the statistics of existing traffic by road do not seem to warrant its

Government {1897} of Madras.

PUBLIC WORKS.

becoming at once a commercial success. It would undoubtedly confer great indirect benefits on the country traversed; and this Government is of opinion that it will have the effect, if constructed, of creating much traffic which is now non-existent in the absence of sufficiently good means of communication between the plateau of Mysore and Coorg and the district of Canara, and the sea coast.

XVIII. Tellicherry-Mysore.—This scheme has as yet gone no further than a proposal from the Malabar Chamber of Commerce that a survey should be made. This ghât line has little prospect of being ever carried out, as the Mysore Government are not favourable to the construction of the part of it which lies within their territory, and the interests of Coorg and South Canara will be served as well as is at present likely to be practicable by the proposed branches of the Arsikere-Mangalore line. This Government has decided to support the latter scheme and there is at present no room for both.

EAST COAST RAILWAY GROUP.—STANDARD AND OTHER GAUGES.

XIX. Vizianagram-Bimlipatam, 15 miles—Rs. 1,50,000.—Sir Bradford Leslie and Mr. H. G. Turner have a concession for this branch on the 2' 6" gauge. The conditions of their concession are that there shall be no State assistance except for grant of land, and that the terms for the purchase of the line by Government, and other matters, shall be settled by agreement. During Mr. Turner's recent visit to India, however, he got an offer from the Maharajah of Vizianagram of a guarantee interest, for a term of years, on the capital required. The Bimlipatam merchants and the Madras Chamber of Commerce have been pressing for the substitution of the standard gauge for the 2' 6" gauge for this branch, and Mr. Turner has told the Secretary of State that he will not need the Maharajah's guarantee if he is allowed to make the line on the standard gauge and on branch line terms. The Government of India have replied to Mr. Turner that they are not prepared to give branch line terms for the Vizianagram-Bimlipatam line, and that the suggestion for a change of gauge from 2' 6" to standard has been referred to this Government for an expression of opinion.

XX. Vizianagram-Purvatipur, with branch to Salur, 60 miles.—Sir Bradford Leslie and Mr. H. G. Turner having first accepted a concession for a 2' 6" line were subsequently offered a concession for this line on the standard gauge on certain conditions. They, however, asked for too high a guarantee, so the offer, as well as the original concession, were held to have lapsed. They have since replied that they hope to submit new proposals on branch line terms, and they have been told that their application when received shall be considered at the coming conference.

XXI. Bezwada-Mazulipatam, 50 miles—Rs. 41,39,000 for standard gauge.—But schemes for mixed and metre gauges have also been considered. The Southern Mahratta Railway Company made an offer in July 1893 to build this extension of their system on the metre gauge at an estimated cost of 30 lakhs. Certain of their proposed conditions, however, being unacceptable, their offer was refused; and the decision of the Government of India was that the further consideration of this line must be deferred until the East Coast Railway shall have been longer open, and until opinion can be formed as to the effects of its opening upon the course of trade.

XXII. Samalkotta-Feleswaram, 24 miles—Rs. 6,00,000, gauge 2' 6".—The Godavari District Board proposed to borrow half the estimated capital from Government, and the balance locally. They were informed however, after some enquiry, that the statistics of traffic which they had furnished did not seem to warrant a loan in the commercial success of the proposed line. The matter seems to have dropped.

XXIII. Berhampur-Gopālpur, 7 miles—Rs. 5,00,000.—The local Government merchants who have asked for this branch have been informed that Government consider it a suitable field for private enterprise. Further enquiries, however, are going on, and it seems probable that proposals for the construction of this branch will yet be favourably considered.

OCTACAMUND,
21st April 1897.

F. J. E. SPRING,
Offg. Consulting Engineer for Railways, Madras.

Recd.

Regd.

Enclosures

1897.

Spare copies

Letter, No. 332 R., 10th May 1897.

MAY.

Railway Programme of the Madras Presidency.

Letter to the Government of India submitting a—for the consideration of the Railway Conference of 1897.

PUBLIC WORKS DEPARTMENT.

LETTER—from

Railway.

F. J. E. SPRING, Esq., C.I.E.,

Offg. Joint Secretary to the Government of Madras,

Public Works Department

Railway Branch

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT

Sir,

From your letter No. 214 R. C., dated the 3rd February 1897, as well as various other communications from the Government of India on the subject of individual railway projects, as well as from para. 15 of the Honorable Mr. Trevor's Memorandum dated the 26th March 1897, this Government has been aware that it is the Government of India's desire that the views of the Presidencies on the subject of the Railway programme for the coming year should reach Simla by the 15th of May 1897.

2. I am accordingly directed to address you on the comparatively small number of projects, out of the many which have from time to time been put forward, which this Government is prepared to press upon the Government of India as being worthy of immediate attention.

3. In the accompanying Note, prepared by the Consulting Engineer, Railways with this Government, a general view is presented of all the projects with which this Presidency is directly concerned and which are still at project stage. In this note the history of the negotiations for the financing, construction, and working of each of the projects is brought, as far as possible, up to date. The most notable feature in the history of these negotiations is the Railway Company's expression of its readiness to raise, under its existing borrowing powers, the necessary capital for the construction of one at least of the projected extensions and branches in which that Company is interested, which are very much more favourable to Government than those on which it has heretofore been raised by this Company's agency.

4. As the construction of the Calicut-Cannanore extension will absorb about one sixth of the Madras Railway Company's available borrowing power, it seems probable that the provision of funds for extensions of its system for the future prove easier than in the past. Should this prove to be the case, the Railway system, e.g. the Shoranur-Cochin line, as well as the projected branch to Dindigul, may now be nearer of accomplishment than has heretofore been the case.

5. His Excellency the Governor of Madras in Council will be glad to learn of the success of negotiations for the very early construction of the Calicut-Cannanore Section; and, in view of the altered attitude of the Madras Railway Company above referred to, he hopes also that matters may soon be ripe for the Shoranur-Cochin line being also approved of at as early a date as may be practicable. As regards the short Arcot branch, which is practically little more than a siding, I am instructed to say that it seems scarcely worth while to apply to this branch the new, or as they may be called the Cannanore, terms; and I am to suggest that money for this branch might very well be provided by the Madras Railway Company on the old terms.

6. As regards the Madras Harbour branch, or beach line, for the construction and ownership of which the Madras Railway Company is pressing, I am directed to say that, though very anxious that this small but important extension should be approved of as early as possible, this Government is of opinion that the advisability of its being constructed as a part, not of the Madras Railway, but of the East Coast Railway, should be carefully weighed; and I am to express a hope that, until the alternative proposals have been thought out and a decision arrived at, no order may be passed which may have the effect of giving to the Madras Railway Company a claim to construct and to work it. A special communication on this subject shall later on be addressed to the Government of India.

7. I now pass on to the South Indian group of projects, numbered VII to XV in the Consulting Engineer's Note, and with reference thereto, I am directed to communicate the following remarks. This Government will be pleased to learn of arrangements being concluded on a satisfactory basis for the construction of the Madura-Paumben line. It will be seen that it has been placed very high up, viz., second, on the list showing the order of preference of the projects now under consideration, because in the opinion of this Government it is considered to be one of the most important of the schemes in the interests of the development of this Presidency. I am to express a hope that the Nilgiri Railway Company's proposals for raising funds for the extension of its line to Ootacamund may meet with the Government of India's approval; and also that its request for a concession for the Erode-Nanjangode line may be favourably considered, and that it may receive the necessary permission to prepare surveys and estimates. The project for the short extension from Negapatam to Nagore is not ready, but it is hoped that when sent forward it may be sanctioned.

8. For reasons similar to those which have led to a very high place on the list being allotted to the Madura-Paumben line, the Tinnevely-Quilon has also been given a fairly high place. This Government is of opinion that if reasonable terms for working it can be agreed to, it is in the interests of this Presidency, of which, for Railway purposes, the Native State of Travancore must be considered a part, that encouragement should be held out to its promoters for its very early construction. This Government hopes that the Tanjore District Board lines, and the concession asked for for the Amayanaikanur-Kuvuranuth line may in due course meet with the Government of India's approval. It is also considered that, conditionally on the Rajah of Pudukotta, who was offered to underwrite a part of the guarantee of the Trichinopoly Tondi line, coming forward with satisfactory branch line terms for the construction and working of that railway, it deserves to be favourably considered.

9. As regards the Southern Mahratta group of projects, I am directed to say that this Government is very loth to give up all prospect of the very important Arsikere-Mangalore project being brought to a practical issue, and I am desired to strongly press its reconsideration on the Government of India, because of the important industrial enterprises whose success is dependent upon the opening up of the country which this line will traverse. In a country so destitute of good trade outlets the statistics of existing cart traffic form no fair criterion of what

PUBLIC WORKS DEPARTMENT.

LETTER—from

Railway.

F. J. E. SPRING, Esq., C.I.E.,

Offg. Joint Secretary to the Government of Madras,

Public Works Department

Railway Branch

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department

Sir,

From your letter No. 214 R. C., dated the 3rd February 1897, as well as various other communications from the Government of India on the subject of individual railway projects, as well as from para. 15 of the Honorable Mr. Trevor's Memorandum dated the 26th March 1897, this Government has been aware that it is the Government of India's desire that the views of the Presidencies on the subject of the Railway programme for the coming year should reach Simla by the 15th of May 1897.

2. I am accordingly directed to address you on the comparatively small number of projects, out of the many which have from time to time been put forward, which this Government is prepared to press upon the Government of India as being worthy of immediate attention.

3. In the accompanying Note, prepared by the Consulting Engineer, Railways with this Government, a general view is presented of all the projects with which this Presidency is directly concerned and which are still at project stage. In this note the history of the negotiations for the financing, construction, and working of each of the projects is brought, as far as possible, up to date. The most notable feature in the history of these negotiations is the Railway Company's expression of its readiness to raise, under its existing borrowing powers, the necessary capital for the construction of one at least of the projected extensions and branches in which that Company is interested, which are very much more favourable to Government than those on which it has heretofore been raised by this Company's agency.

4. As the construction of the Calicut-Cannanore extension will absorb about one sixth of the Madras Railway Company's available borrowing power, it seems probable that the provision of funds for extensions of its system for the future prove easier than in the past. Should this prove to be the case, the Railway system, e.g. the Shoranur-Cochin line, as well as the projected branch to Dindigul, may now be nearer of accomplishment than has heretofore been the case.

5. His Excellency the Governor of Madras in Council will be glad to learn of the success of negotiations for the very early construction of the Calicut-Cannanore Section; and, in view of the altered attitude of the Madras Railway Company above referred to, he hopes also that matters may soon be ripe for the Shoranur-Cochin line being also approved of at as early a date as may be practicable. As regards the short Arcot branch, which is practically little more than a siding, I am instructed to say that it seems scarcely worth while to apply to this branch the new, or as they may be called the Cannanore, terms; and I am to suggest that money for this branch might very well be provided by the Madras Railway Company on the old terms.

6. As regards the Madras Harbour branch, or beach line, for the construction and ownership of which the Madras Railway Company is pressing, I am directed to say that, though very anxious that this small but important extension should be approved of as early as possible, this Government is of opinion that the advisability of its being constructed as a part, not of the Madras Railway, but of the East Coast Railway, should be carefully weighed; and I am to express a hope that, until the alternative proposals have been thought out and a decision arrived at, no order may be passed which may have the effect of giving to the Madras Railway Company a claim to construct and to work it. A special communication on this subject shall later on be addressed to the Government of India.

7. I now pass on to the South Indian group of projects, numbered VII to XV in the Consulting Engineer's Note, and with reference thereto, I am directed to communicate the following remarks. This Government will be pleased to learn of arrangements being concluded on a satisfactory basis for the construction of the Madura-Paumben line. It will be seen that it has been placed very high up, viz., second, on the list showing the order of preference of the projects now under consideration, because in the opinion of this Government it is considered to be one of the most important of the schemes in the interests of the development of this Presidency. I am to express a hope that the Nilgiri Railway Company's proposals for raising funds for the extension of its line to Ootacamund may meet with the Government of India's approval; and also that its request for a concession for the Erode-Nanjangode line may be favourably considered, and that it may receive the necessary permission to prepare surveys and estimates. The project for the short extension from Negapatam to Nagore is not ready, but it is hoped that when sent forward it may be sanctioned.

8. For reasons similar to those which have led to a very high place on the list being allotted to the Madura-Paumben line, the Tinnevely-Quilon has also been given a fairly high place. This Government is of opinion that if reasonable terms for working it can be agreed to, it is in the interests of this Presidency, of which, for Railway purposes, the Native State of Travancore must be considered a part, that encouragement should be held out to its promoters for its very early construction. This Government hopes that the Tanjore District Board lines, and the concession asked for for the Amayanaikanur-Kuvuranuth line may in due course meet with the Government of India's approval. It is also considered that, conditionally on the Rajah of Pudukotta, who was offered to underwrite a part of the guarantee of the Trichinopoly Tondi line, coming forward with satisfactory branch line terms for the construction and working of that railway, it deserves to be favourably considered.

9. As regards the Southern Mahratta group of projects, I am directed to say that this Government is very loth to give up all prospect of the very important Arsikere-Mangalore project being brought to a practical issue, and I am desired to strongly press its reconsideration on the Government of India, because of the important industrial enterprises whose success is dependent upon the opening up of the country which this line will traverse. In a country so destitute of good trade outlets the statistics of existing cart traffic form no fair criterion of what

Telephone Message
- 9.

Trichinopoly.

May 18th 1897.

My dear Mr. Spring,

I am writing home by this mail about the S. I. Ry Coy itself establishing a subsidiary company to construct and work the Madura-Pambau Railway. I think there is very little doubt that if India approves of this proposal the line ought to be started next working season. My Managing Director wrote to me a short time ago "I confess I do not understand the policy of the Authorities in this matter. We are told that the Sec^y of State does not intend to call upon us to make the line as part of the undertaking nor will he guarantee debentures to enable us to raise the necessary capital. The proposal that the Directors should themselves form a separate company to undertake the work met with objection also". From this last sentence I think it is clear that my Board are willing to form a separate company, and considering the command of money it has I don't think there will be much delay in the necessary capital being promptly forthcoming.

in 2
J. L. G.

Telephone Message

From Joint Secretary to Govt. P.W.D. To The Principal Secretary
 Re: Madras Railway

Please tell His Excellency that important letter from India just received about Madras Railway. They approve of South Indian Ry. being invited to form Subsidiary Company. Papers are with H.E. who may perhaps desire to bring them to Council today.

28/5/97

No. 837 Re.

Dated 20.5.97

Received 26.5.97

Enclosures

Spare copies

SUBJECT.

Madras Railway

Regarding the Construction & working of — by the S.D. Ry.

Public Works (1897) Department.

CURRENT No. 5186

Order

From

The Govt of India

No. 837 Re.

Dated 20.5.97

Received 26.5.97

Enclosures

Spare copies

SUBJECT.

Madra Pamban Ry

Regarding the Construction & working of — by the S.I. Ry.

[illegible][illegible]

A circular ink stamp from the Government of Madras. The outer ring contains the text "GOVT. SECRETARY TO" at the top and "GOVT. OF MADRAS" at the bottom. In the center, the word "RECEIVED" is printed above the date "27 MAY 1907". On the left side of the stamp, there is a small rectangular box containing the word "FILED".

To

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

Simla, the 20th May 1897.

Sir,

Sir,

I am directed to acknowledge the receipt of your letter No.277 R dated 22nd April 1897, stating that the Government of Madras are strongly of opinion that the best course for adoption in the case of the proposed Madura-Paumban railway would be for the South Indian Railway Company to promote the formation of a subsidiary Branch Railway Company for the construction and working of the extension on some suitable terms without the intervention of any special firm of promoters, but that in the meanwhile the proposals of Messrs Best and Company have been referred to the Agent, South Indian Railway Company, for the views of his Board.

his Board.

2. In reply I am to say that, if this has not already been done, the Government of India have no objection to the Board of the South Indian Railway Company being invited to consider the proposal of the Government of Madras for the promotion of a subsidiary Branch Railway Company for the construction and working of this extension, as alternative to the proposals of Messrs Best and Company, but that in either event they would desire to be furnished with the views of the Board with the least practicable delay.

3. I am, however, to state for the information of your Government that if the proposed subsidiary Company has any direct financial connection with the South Indian Railway

Railway

Railway Company, otherwise than through the rebate clause of the Resolution No. 514 R.C., of 17th April 1896 the scheme would have to wait for a place in the Railway Programme for all India.

I have the honour to be,

Sir,

Your most obedient servant,

G.A. Anderson

Under Secretary

R.W.

Documents accompanying :-

Nil.

My dear Mr. Spring,

The Managing Director writing to me privately about the Madras-Pamban says " " You have no doubt seen a copy of the Memorandum on the preparation of the Programme of Railway Extension in India for the years 1896-97, 1897-98, and 1898-99 " compiled by the Secy to

in your of no. 837. R.C. dated 20th May 97. I am directed, in brief, to communicate this last letter to the Secy. S.I.B.C. who will doubtless enter into communication with the Board on the subject. I am, however, and letter drafted later.

F.R.S.

28/5/97

18/5/97

March 1897

the Madras

strongly

extension

which

proposed

a Bill

would

of last

not

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I am

See Ed

to over

it will

the Madras Government could be induced to strongly urging the Secretary of State on Enallany to the letter B.. That self addressed to the President to the in doing on you Best

in view of the a Branch Line Company provided directly by the S.I.B.C.

We have not been hitherto in expressing our view in our letter to the Govt. of India, flagged N. below. No. 277 dated 24th April 97. But we can feel no assurance and but little hope that these views will reach the Secretary of State.

My own opinion is that in view of the great importance of a section of what will be a main trunk line being kept quite free from the complications almost necessarily following its connection with a joint Company, we would be wise to send the Secy of State a copy of our letter to the

Ry No.

on Enallany

to the

letter

B.. That

self addressed

to the

President

in doing on

you Best

provided directly by the S.I.B.C.

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My own opinion is that in view of the

great importance of a section of what will be a

main trunk line being kept quite free from the

complications almost necessarily following its connection

with a joint Company, we would be wise to

send the Secy of State a copy of our letter to the

A.R.K.

Railway Co
the Resolu
would have
all India.

Documents a
Nil

This course should be adopted our hands would be strengthened, and we might still hope to see this length of line made as part and parcel of South Indian. After all the amount required for its construction is comparatively insignificant as £ 300,000 or thereabouts should suffice for the

purpose."

I have already discussed this question with you and you know that I am strongly in favour of this line being a portion of the undertaking. In prospectus of any advantage to the S. I. Ry Company; as a Government Officer I feel sure the best interests of Government will not be served by giving what is really a section of the main line to an outside company.

for the Local Government with the Secy of State?

H. E. The Governor.

with was discussed in Council to-day is with the letter since received from J. I. R. No. 837. R.C. dated 10th May 97. I was directed, in Council, to communicate this last letter to the Agent S. I. R. G. who will doubtless enter into communication with the Board on the subject. I enclose telegram and letter drafted below.

FWS
28/5/97

Madras Pamban Ry.

I do not know whether your Excellency would be disposed to agree to the suggestion made in the D.O. letter below, from the Agent S. I. R., that the Sec. of State should be chiefly addressed by this Govt. with a view to the presentation of a project of the line of landing on the Madras Pamban Ry. to Koyanoot 86. instead of to a Branch line being promoted chiefly by the S. I. R. G.

We have not been backward in expressing our views in our letter to the Govt. of India, flagged N. below. No. 277. dated 24th April 97. but we can feel no assurance and but little hope that these views will reach the Secretary of State.

My own opinion is that in view of the great importance of a section of what will be a main trunk line being kept quite free from the complication almost necessarily following its connection with a private company, we would be wise to send the Sec. of State a copy of our letter to the

Government of India.

The present state of the case will be seen from the para of my note marked in red pencil at Flg. O. Our remarks on the case in our general letter in the railway programme will be found at Flg. P. Your Excellency's remarks on a previous suggestion of mine to the effect that I might suggest to the Agent the advisability of their themselves promoting a subsidiary company will be found at Flg. M.

F.R.S.

26/5/97

Form No. 27.

DRAFT TELEGRAM. ~~URGENT~~ ~~ORDINARY~~ DEFERRED

FROM

E. R.

TO

Agent, S. B. G.
Trichy

N^o 23. C/-

your demi official
signature & May look in
white no objection to your
company being invited to
consider proposal to
themselves form Branch
Company Madras-Pambur
But if branch company
connected with parent Com-
pany otherwise than through
releate clause of resolution
514 April seventeenth 96 the
Scheme must wait its turn
for a place in railway pro-
gramme for all India.
Board's views requested
urgently.

RM

sent 28/5/97

To

Agent, S. I. R.

No. 36 Reply No. 10, dated

SIR,

With reference to my letter No 278 R.
 dated the 22nd April 97, on the subject
 of the Madras Pamban Railway project
 I am instructed to forward for the information
 of your Board of Directors a copy of
 letter from the Govt. of India, No. 837.
 R.C. dated the 20th May 97, and to
 request that this Government may be furnished
 with your Board's views on the subject with
 the least practicable delay.

I have &

7/11/97
 28/5/97

Subject.

Extract from South Indian Railway
letter to Board No. 536 of 1st June 1897.

✱

✱

35

Madura. Pamban Railway

In continuation of the paragraph on
this subject in my letter No. 525, dated
17th March 1897, I have to inform you
that the Government of India has no objection
to the Board being invited to submit proposals
for the promotion of a Subsidiary Branch
Company for the construction and working
of the Madura. Pamban Railway without
the intervention of any special form of
promoters, and so alternative to the
proposals of Messrs. Best & Co. The Govt.
of India however states that if the proposed
Subsidiary Company has any direct finan-
cial connection with the S. I. Railway
Company otherwise than through the
Rebate clause of Resolution No. 574 R.
of 17 April 1896, the scheme must wait
its turn for a place in the Railway Pro-
gramme for all India. I have placed in
the post packet copies of the correspondence
which I have received on this subject
and request to be favoured with early in-
structions.

Public Works (1897) Department.

CURRENT No. 6188

1897

From The Agent
South Indian Railway

Order

No. $\frac{664}{2768}$

Dated 24th June 1897.

Received 25.6.97

Registered —

Enclosures one

Spare copies

2
forwarded to India in continuation
of para 5 of our letter 277R. of 22/4/97

W
28/6/97

7/6/97

29/6/97

A.R. Put up draft in form of G.O.

7/6/97

SUBJECT.

Madura-Pamban Railway

Informing that the Board
will be able to offer the Branch
Company terms same as those
in Govt of India Resolution No 54R
dated 17-4-96 regarding the
construction & working of —

242

No. 664
2768

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 24th June 1897.

From

THE AGENT.

SOUTH INDIAN RAILWAY.

To

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

Sir,

In reply to your letter No. 278 R dated 22nd April 1897, I have the honor to inform you that in March last Messrs. Best & Co., addressed the Board of Directors of the South Indian Railway in respect to the terms which this Company would accept for the construction and working of the Madurai - Pamban Railway. Messrs. Best & Co., were informed that the South Indian Railway Company were prepared to construct the line upon terms similar to those upon which the Bombay Baroda and Central India Railway are understood to be constructing the Ahmedabad - Panchet - Odeypore line, but subject to examination and discussion if need be of the agreements in that case. As regards the terms upon which this Company would work the Madurai - Pamban line Messrs. Best and Co., were advised that these would probably be not less than the same percentage as the South Indian Railway itself (including this and all other branches) to

from

Documents Account.

Nil.

6.1/6/89/97

from time to time worked at, plus 3 per cent for the use of rolling stock.

2. I understand from the accompanying Extract from the Managing Director's letter, N^o-192 dated 4th June 1897 that the Board desire these terms to be quoted to the Government of India in answer to its reference embodied in para 2 of your letter under reply.

3. I would however invite your attention to the fact that at the time when this letter N^o-192 dated 4th June 1897 was written, the Board were in ignorance of the invitation of the Government of India regarding the submission of proposals for the promotion of a subsidiary Branch Railway Company to undertake the construction and working of the Madurai-Pamban Railway. I have little doubt that the Board will be able to offer this Branch Company terms practically the same as those prescribed in Government of India P.W.D. Resolution N^o-514 R.C. dated 17th April 1896.

I have the honor to be,
Sir,

Your most obedient servant,

A. G. M. M. M.

Capt. R. R.

Agent.

Enclosure.

M. S. D.

Documents accompanying
M. S. D.

DEPARTMENT.
By Branch
No.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent
S. I. Railway with encos. } H.R. no. $\frac{664}{2760}$ of 24 June 1897

39P

Ordered to be
forwarded to the Government
of India in continuation
of para of letter no. 277B
of 22nd April 1897.

H.R. no. 427.R of 18th July 1897
Forwarded.

29/6/97 GSR

Lo

W. A. R.

Secretary to the Govt of India
P. S. S. S. S.

Documents account
Chil.

Telegram dated 27/7/97

RAILWAY.

Government { 1897 } of Madras.
PUBLIC WORKS.

Recd.

Enclosures

Regd.

1897.

Spare copies

G.O., No. 461 R., 13th July 1897.

JULY.

Railway Schemes

The Revenue and the Political Departments requested to furnish the latest available statistics of traffic on certain proposed —, and the Consulting Engineer for Railways directed to obtain similar information from the Agents of the Madras and South Indian Railways in connection with the proposed Shoranur-Cochin and Negapatam-Nagore Branches.

1897
No. 426
427
Dated 17.7.97.

No. 461 R., 13TH JULY 1897.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Under Secretary to the Government of India, Public Works Department, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 28th June 1897, No. 1074 R.C.

I am directed to acknowledge the receipt of your letter No. 332 R., dated 10th May 1897, submitting an expression of the views of the Government of Madras on the several projects which have from time to time been put forward and which are in the opinion of that Government worthy of immediate attention, and I am to say that their recommendations will be placed before the Conference for consideration.

Madura-Pámban.
Arcot-Ráripet.
Májavaram-Mutupet extensions.
Ammayanáyakkanúr-Kuravanath.
Coonoor-Ootacamund.
Kurnool Road Branch.

2. You have already been separately addressed on the subject of the financial prospects of several of the railway schemes marginally quoted now recommended, and a further report is promised in your letter under reply in regard to the following projects:—

Negapatam-Nagore Branch.

This report will be awaited and should be accompanied with such statistics of traffic as may be available for the Negapatam-Nagore Branch.

3. I am also to request, with reference to the correspondence ending with your letter No. 1029 R., dated 9th December 1896, on the subject of the proposed Shoranur-Cochin Railway, that, to assist the Conference in the consideration of the merits and prospects of this project, an estimate of the traffic expected on this line, based on the latest available reliable statistics, may be furnished.

ORDER—No. 461 R., dated 13th July 1897.

With reference to paragraph 3 of letter read above, the Revenue Department will be requested to furnish by 5th August next or earlier if possible later statistics than those submitted with its endorsement, dated 16th February 1894, on the Proceedings of the Board of Revenue, No. 69, dated 3rd February 1894.

2. The Political Department also will be asked to furnish by the same date a copy of its reply to Public Works Department, G.O., No. 1391 R., dated 21st November 1893, and the latest available statistics of traffic.

No. 461 R., 13TH JULY 1897.

3. The Consulting Engineer for Railways will obtain similar information from the Agents of the Madras and South Indian Railways in connection with the proposed Shoranur-Cochin and Negapatam-Nagore Branches.

4. The following letter will, in the meantime, be forwarded to the Government of India.

[Here enter No. 462 R., dated 13th July 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Revenue Department.
" Political Department.
" Consulting Engineer for Railways.

Encl. P. Seetharam.

RAILWAY.

Government { 1897 } of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1897.

Enclosures

Spare copies

Letter, No. 462 R., 13th July 1897.

JULY.

Madras Harbour Branch

Letter to the Government of India stating that it seems hardly possible to lay anything definite before that Government about the — in time for consideration at the Conference and that the Agents of the Madras and South Indian Railways have been asked to send information about the Shoranur-Cochin and the Negapatam-Nagore Branch traffic.

No. 462 R., 13th JULY 1897.

Public Works (1897) Department.

CURRENT No. 6926

PUBLIC WORKS DEPARTMENT.

LETTER—from

Railway.

F. J. E. SPRING, Esq., C.I.E.,
Offg. Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT,
SIMLA.

SIR,

In reply to your letter No. 1074 R.C., dated the 28th June 1897, I am directed to say that, in the unsettled state of the question of access for the East Coast Railway to Madras, it seems hardly possible to lay anything definite before the Government of India about the Madras Harbour branch in time for consideration at the Conference.

The Agent, South Indian Railway, has now again been asked to send in his latest information about the Negapatam-Nagore Branch and its probable traffic. The Madras Railway Company has been similarly called upon to furnish the latest figures for the Shoranur-Cochin traffic.

I have the honour to be,
Sir,

Your most obedient servant,
(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

OOTACAMUND,
13th July 1897.

Ed. P. Sentharam.

Order

From

The Govt of India

Telegram No. 1192 R.C.

Dated 14th July 1897

Received 15.7.97

Enclosures

Spare copies

SUBJECT.

Madras - Faunbar Ry.

Requesting to expedite
reply to its no 837 R.C.
dt 20th May 1897 re: the
construction & working
of the — by the S.I. Ry.

Mr 62-C
Telegram to A.
My letter 36 of 28/6/97 India
wins expedite repl para two
of 837 R.C.

16/7/97

BACK PAPERS.

G.O.	No.	Depart
------	-----	--------

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender, and name and residence of Addressee) is transmitted free.

	First 8 words.	Each additional word.
Deferred Message	... 8 Annas	... 1 Anna.
Ordinary "	... 1 Rupee	... 2 Annas.
Urgent "	... 2 Rupees	... 4 Annas.

No charge for delivery within a distance of 5 Miles.

A group of 3 or more words is reckoned as 4 words.

INDIAN TELEGRAPHS.

From *Delhi*

Words	Day	Hour	Minute	Official Instructions
-------	-----	------	--------	-----------------------

From *Delhi*
(Person)

Consulting Engineer for Rys

*Work of the Commission...
to be done with my...
500... what I...
2... the...
a letter tonight does...
draw me... telegraph home*

Recd. from	LN.	Sent to	LN.
At	Time	By	At
OSTACAMUND 17-7-97			

OMP-No. 404 T-27 416-1-000000

*comes as soon as...
The telegram would be...
unnecessary but on the other...
hand the Board may not...
perhaps anticipate the urgency*

17/7/97

17/7/97

A. E. the Governor

Agents Tel: 17.7.97

Madura - Pantan R^d

India has asked us to
to expedite reply to its 837 R^d.
of 20/5/87 (para 2).

This letter was forwarded to
Agent S.I.R with our $\frac{36}{0}$ of
28/5/87

The Agent was asked if he
should telegraph home and
say a reply from the Board
is expected in another fort-
night.

The conference meets some time
next month the date not yet fixed
as far as we know. Shall
the Agent be told to telegraph
home or not? If the reply
comes as soon as he anticipates
the telegram would seem
unnecessary but on the other
hand the Board may not
perhaps ^{advising} anticipate the answer

JH
17/7/87

I think the Agent should telegraph.

837
17.7.97

17.7.97
17.7.97

Telegraph agent 20.7.97

190-5-3-96
DAY No. 20.

URGENT
TELEGRAM
No. 1
To
A

SERIAL
No. 53

1897.

From E.R.

No. 64. C/-
Your wire seems to be - Please
telegraph your Boss.

19/7/97

Deb 2-45
19-7-97

Your most Obedi

Ager

Kos

No. 737

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 19 July 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

22/7
I have the honor to confirm a telegram R.C.
as under sent to you to Ootacamund on
17 July 97 in reply to your b2c of 16.7.97
from that station on the subject of the
proposed Madurai - Pamban Railway:—

"your b2c. Question referred to Board
with my letter 536 June. first so reply can't
hardly be expected before another fortnight.
Does India desire me telegraph home."

I have the honor to be,
Sir,
your most Obedient Servant

A. B. G. O'Kelly.

Captain R.R.

Agent.

168

3130
Recd. 20/7/97

No. 745

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 20th July 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

Referring to your telegram No. 64 C. of yesterday, I have the honor to inform you that the following telegram was despatched on 19th July 1897 to the Managing Director of this Company in London:—
"Government of India letter Madurame
"Pamban let us know if the proposal
"has been accepted. let me have a
"reply as soon as possible".

I have the honor to be,

Sir

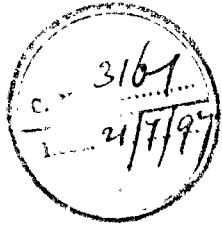
Your most obedient Servant
A. B. G. Miller,
Captain, R. E.,
Agent.

M. S.

To
THE CONSULTING ENGINEER,
FOR RAILWAYS,
MADRAS.

Same
first
copy
sent
to
of
M. S.

Subscribed 20/7/97



No. 753

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

TRICHINOPOLY, 22nd July 1897

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

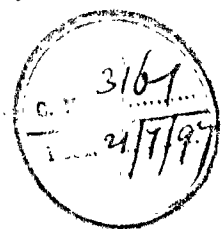
In continuation of my letter N^o 745 dated 20th July 1897, I have the honor to inform you that I have received the following telegram from the Managing Director.

Even assuming some delay in commencing work, Board are willing to undertake and block the three lines Madurai-Pambay, Palghat-Dindigul, British portion Tirunelveli-Tuticorin as integral portions of South Indian; also construct Travancore portion at cost and work same at 50 per cent provided first two years maintenance charged to Capital. Communicating Government to ensure consideration Simla Conference in August."

I presume this telegram is in reply to the message I wired at your request and of which I sent you a copy in my letter above quoted although it does not deal specifically with the matter raised in Government of India letter N^o 837 R.C. dated 20th May 1897.

Will you kindly communicate the Board's telegram embodied in the first paragraph of this letter.

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
ENCLOSURE.



URGENT.

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

TRICHINOPOLY, 22nd July 1897

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In continuation of my letter No. 745 dated 20th July 1897, I have the honor to inform you that I have received the following telegram from the Managing Director.

Even assuming some delay in commencing work, Board are willing to undertake in block the three lines Madurai - Panthar, Palghat - Dindigul, British portion. Sincevelly - Quilon as integral portions of South Indian; also construct Travancore portion at cost and work same at 50 per cent. provided first two years maintenance charged to Capital. Communicate Government to ensure consideration. Simla Conference in August."

I presume this telegram is in reply to the message I wired at your request and of which I sent you a copy in my letter above quoted although it does not deal specifically with the matter raised in Government of India letter No. 837 R.C. dated 20th May 1897.

Will you kindly communicate the Board's telegram embodied in the first paragraph of this letter.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

MADRAS.

Dated

Received

No.

159

ENCLOSURE.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Trichinopoly.

URGENT
ORDINARY
DEFERRED

TELEGRAM

42P

FROM

TO

R.

Works
Simla

No 17 B/. Your wire 1192 AC
fourteenth instant. Agent
South Indian has received
following wire from Board
beginning. Even assuming some
delay in commencing work
Board are willing to undertake
en bloc the three lines Madras
Pamban, Palghat. Dindigul,
British portion Trivellore. Give
as integral portion of South
Indian, also construct Trivellore
portion at cost and work same
at fifty per cent provided first
two years maintenance charged
to Capital. Communicate Govern-
ment to ensure consideration
Conference. Message and. Views of
this Government shall be communi-
cated as early as possible.

letter to the Government of India in
advice of its consideration at the app-
railway conference.



I have the honor
to acknowledge
Your most kind letter
of 20th July 1895
Trivellore.

Dated
Received

No.

189

ENCLOSURE

TO

THE GOVERNMENT OF INDIA

RAILWAYS
MADRAS

FROM

THE AGENT,
SOUTH INDIAN RAILWAY,
Trivellore.

Consulting Engineer's Committee 3164
- 3165

South Indian Railway Company's latest proposals
for important extension.

1.8. The Governor

Hon. Sir H. D. K. C. I. S.

... Mr. J. C. I. S.

1.- This is a very important telegram which the Board of Directors S.I.R. have sent to the Government, as per letter below No. 753. July 22nd 1914.

2.- I communicated it at once, on receipt, to the Govt. of India, by wire, and said that the views of the Government would be submitted without delay.

3.- H.S. and Hon. Members will see that the S.I.R. Board are willing to undertake, as integral part of the S.I.R., the three extensions, Madras-Pennar, Palghat-Dindigul, and Trivendrum-Aricha (British portion). They also offer a certain condition to make and work the Trivendrum state section of the Trivendrum-Aricha.

4.- There is a clause in the S.I.R. Agreement which allows of their raising State Guaranteed Debentures. This clause has not as yet been taken advantage of and all their capital requirements have hitherto been supplied by Government. But that then for so large a programme as that now suggested, the Secretary of State would want, as has been the case of the S.I.R. the R.N.R. and other railway companies who have state loans, to enable them to raise the necessary capital in the form of State Guaranteed Debentures.

27/7/14
3/8/14

5.- Such a line would get over all the difficulties of dealing with Brand line long since.

6.- Now the most important thing for the Govt. to consider is its policy in relation to the Dinidigil line. The Hudson R. Co. have always kept open a claim to make this line, and

in June & of our general letter in the railway programme to the Govt. of N.Y. No. 332-P. of May 10th 97. They have seemed to accept it that that long way was to make it, and that their Chief Counselors terms have been settled (that is better than not making it).

Still we have not committed ourselves.

7.- If the S.I.R. is to make the extension north west from Dinidigil (as if it were settled), it ought ^{so far as I can judge} to go, not to Palgit but to Podamon, and thence to Natchagallian, and so connect up with the Natchagallian R., and thence at least to north again through Satyamangalam to Nanjangud. Then the Hudson Satyamangalam Committee would have to be settled, the S.I.R. would probably want to make it. But the R.R. Co. are very anxious also to get it.

8.- I am disposed to allow the Hudson R. Co. to make this long desired connection with Dinidigil, that is to reject that part of the S.I.R.'s latest proposal, and to let them, ^{by} securing the S.I.R. to make the Hudson Nanjangud line.

and so connect up the Mysore and S.I.R. line from the south end of the former.

9.- In writing to H.R. I suggest that we strongly suggest the S.I.R. offer to make a work the Minervelly-Ambur line. Indeed I had drafted a letter to that effect already for H.R.'s and the Hudson approval before the letter from Govt. S.I.R. came at my hands. I have now embodied ^{in the draft} reference to the ^{S.I.R.'s latest proposal} ~~reference to the Hudson-Ambur line~~.

10.- We ought also to strongly suggest the S.I.R. offer to take up the Hudson Pannam line. ~~If I recall it right~~ We have already done so specially, in addition to what we said in our general Railway letter. ~~But the Hudson R. Co. (H.R.) at Ambur. I have just up for consideration~~ ~~fly it.~~

11.- As regards the S.I.R.'s offer to take up the Palgit-Dinidigil, I think ~~it is a very good thing~~ ~~and we should accept it~~ ^{may} look upon that line as a sort of solution for the Hudson R. to make up to them for whatever of loss they may have ^{received} or may hereafter receive, from the South Indian ^{competition} ~~competition~~.

12.- The Hudson R. Co. have written very strongly protesting about the the ~~loss~~ ^{loss} which they

will sustain if the S.I.R. are
allowed to make the Endo-Nagangod.
But that leaves the fact of India's loss
on the S.R. is not during its operation.
and it will presumably be balanced
by gain on the S.I.R.; and perhaps
the S.I.R. Co. are at the
moment asking for the Endo-
Nagangod line, and I hear from
Mr. Wightman that the Sec. of State
has definitely refused to give it to the
Nagpur R. Co. I heard the same from
Mr. Horne Bell from home.

13. - When I said in para. 4 of this Note
that the Sec. of State would doubtless consent to
enable the S.I.R. Co. to raise State guaranteed
debentures for the programme now put forward I
ought to have pointed out that, in H.S. and
Hon. Member doubtless recollect, the fact of
India as restricted to a 28 crore programme
for a period of 3 years. Works paid for
from capital raised by certain companies of
the Bengal & N.W. class, and also
done by Branch line companies, are outside
the 28 crore limitation. But works done
from State guaranteed debenture capital come
within that limitation. It follows therefore
that it is quite possible that being already
committed to the large programme referred

I think there is enough

the case

fully covered in this para.

to in the Hon. Mr. L. T. Davis Memorandum
Flag. D (Ooty Office put up and
marked: it is not in India) the Govt.
of India may not see their way to
approving of the Company's proposals and
may prefer a Branch line programme if
it is at all possible to raise the
subsiding Company.

14. - I need scarcely enlarge on the
manifest disadvantage of letting a minor
Company intervene between Madras and
Pamban on what will in the near future
become the through highway between Ceylon
and India, and possibly the through
highway for ocean going passengers for
all Southern India. It will save an
infinity of trouble and friction if the
S.I.R. Co. themselves are given the making
and working of the extension as an integral
part of their main system.

15. - In my report to India on the
Trincomalee Question case I have recommended
that the British portion of the Trincomalee
Question railway, that is up to the frontier
station of Sheerkhatta, should be made
an integral part of the S.I.R.
and that a Branch line Company should

be promoted for the position lying within
Keweenaw territory. This position having been
worked by the S.I.T.C. on agreed terms,
and the Island line having been promoted
of the present language as set by statute.
The advantages of this latter arrangement are
too manifest to need elucidation.

16.- Now about the Dindigul-Palghat
(Dindigul-Podanur-Interpollum perhaps) line.
Even if money were forthcoming it would be quite
impossible for this Government to say, in time for the
coming conference, what would be the right policy
for adoption. The line was surveyed many years
ago and estimated, for the broad gauge, but I
know nothing of the value of the survey of these
days, and of the officer who made it, and
of the Indian P.W. Co. estimate, and I would
be inclined to add from 30 to 50 per cent to the
estimate it gives it, what the Indian P.W. Co.
would want in spending upon it. It must be
for nearly surveyed, and nearly estimated, whereas it
the market, and about how much be laid down
before estimates are allowed to be framed, - to
the what is to be estimated for. We must have an
idea of the Indian Railway people's estimate
for construction policy. If a little addition is to be
within a margin, or to go far they are quite likely to
that so as to give rise in right towards progress in it.
Common in a still less 1000 pages would be the
to start with, and I

There can't be much produce, I
suppose - It will be mostly a passenger (Kilgus)
H.S.

Consideration should be given to
this survey in 1890 & 1891.

17.- I take it that the Indian P.W. Co. desire
to carry the line to Palghat is inspired by
hope that the produce of the Dindigul
country will go not to Madras - and but to
Calcutta, Bangalore & Cochin. I am not
sure that this is not the right policy, but it
is impossible for me to express an opinion on it
at present, and better must be sought. The
Indian gauge connection between Dindigul and
Podanur, in view of extension to Interpollum
Satyamegalem and Nangunad, though very pretty
from the point of view of an advocate for
unbroken gauge north & south, and though
connection with Ceylon, seems to me to be
less worthy of consideration than the broad gauge
connection which would connect the Dindigul
country with the Western line. Provided
of course that this is the right trade route.
a matter in which only the Public Authorities
can decide. Then again the meter gauge
north & south connection can very well
be secured hereafter via Erode and Nangunad.

18.- Now I am disposed to think it likely
that after mature consideration, which may
be accorded to this question during the next
twelve months, we may perhaps arrive at
the conclusion that it will be best to
leave the Dindigul-Palghat link to the M.P.W.

TELEGRAM ^{URGENT} ~~ORDINARY~~ ~~DEFERRED~~

No. 12

July 1897

FROM

E.R.

To

Agent L. J. Ry
Trichy

No 69C Your 753 twenty second in-
stant. Please advise whether your Board
will consent to their offer being held for
if accepted in proper franchise
separately.

J. Campbell
Ct. M.

29. 7. 97

say, which

your Board
sted in

was des-
in London
d if

by, and

Sub-
29. 7. 97

others either now or when called upon on the terms of
offer of which the object is to secure to this Company all
three lines mentioned.

I have the honor to be,
Sir

Your most obedient servant

M. L. M.
for Agent

This letter is mislabeled
addressed to this office in London
it ought to have been sent
to the City. When the telegram was sent
to which it refers. Therefore the letter
has been submitted to No. 777.
7 31st July 1897

J. M.
7/9/97

05367

INDIAN 

10 *63/4* *51* *7* *15* *Official Instructions*

To *Commanding Engineer for the*

(Person)

10. No. 211

July 1897.

32 Word Form.

Your 27th 1897 to the

directing telegraphic line

take place as well to

either now or when

offer of which the

this company all the

ends -

Recd. from *LN.* Sent to *Brn.*

At *11.15* Mts. by *11.15*

OOTACAMLINE

separately.

AS.

day, which

her your Board

accepted in

gram was des-

ing in London.

good if

which I received a reply of which I subjoin a copy, and which I communicated to you by telegram this morning:-

"Board would take Painsan line to begin with and the others either now or when called upon on the terms of offer of which the object is to secure to this Company all three lines mentioned."

This letter was mistakenly addressed to the office in London it ought to have been sent to the office in London. When the telegram was sent to which it applied. Therefore the letter is submitted to No. 777.

7/11/97

I have the honor to be Sir

Your most obedient servant

W. L. M. ...

for Agent

No. 776

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 30th July 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

Referring to your telegram No. 69 C of yesterday, which ran as under:-

"Your 753 twenty second instant please wire whether your Board will consent to their offer being held good if accepted in respect of each line separately."

I have the honor to inform you that the following telegram was despatched yesterday to the Managing Director of this Company in London. Wire if Board consent their offer being held good if accepted in respect each line separately.

To this I have received a reply of which I subjoin a copy, and which I communicated to you by telegram this morning:-

"Board would take Pamban line to begin with and the others either now or when called upon on the terms of offer of which the object is to secure to this Company all three lines mentioned."

This letter was minutely addressed to this office in London it ought to have been answered by the office. When the telegram was sent to which it applies. Please to be kept in a separate file No. 777. 7 31st July 1897.

I have the honor to be,
Sir

Your most obedient servant

W. L. ...
Agent

7/31/97

SOUTH INDIAN RAILWAY COMPANY, LIMITED.

AGENT'S OFFICE.

No. 545.

Trichinopoly, 3rd August, 1897.

Sir,

I have to acknowledge the receipt, on the 28th July, 1897, of your memorandum of papers sent by book post on 9th July, 1897, and yesterday of your letter No. 191, dated 16th July, 1897, together with all the documents referred to.

RAILWAY EXTENSIONS.

Referring to the paragraph under this heading in my letter No. 544, I have to inform you that having received, on 29th July, 1897, the following telegram from the Consulting Engineer for Railways to the Government of Madras:—

"Please wire whether your Board will consent to their offer being held good if accepted in respect of each line separately".

I telegraphed to you the same day as under:—

"Wire if Board consent their offer being held good if accepted in respect each line separately".

and received from you a reply, as follows, which I communicated to Government:—

"Board would take Pamban line to begin with and the others either now or when called upon on the terms of offer of which the object is to secure to this Company all three lines mentioned".

STAFF.

First Assistant Auditor Mr. E. E. B. Bailey. This officer returned to duty on the 23rd July, 1897, from the fourteen months furlough referred to in my letter No. 484 of 2nd June, 1896.

Deputy Locomotive and Carriage Superintendent Mr. G. S. Bruce. I have, on the recommendation of the Locomotive and Carriage Superintendent, granted this officer three months privilege leave, which he will avail himself of on 9th August, 1897, and during which he will visit England.

Mr. S. J. Mercer. Referring to the paragraph in your letter No. 190 of 30th April last, regarding the appointment of this officer as an Assistant Traffic Manager, I have to inform you that he joined his appointment yesterday.

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.
To
THE CHIEF ENGINEER,
MADRAS.
RECEIVED
1897
No
ENCLOSURE

GOVERNMENT PAPERS.

Government of Madras.

Proceedings No. 123 R., 1st July, 1897, ordering that the lists of Sanctioned and Unsanctioned Works of the Engineering and Locomotive Departments to accompany the Capital Budget Estimate, South Indian Railway, for 1897-98, be forwarded to the Government of India.

Do. " 416 R., 8th July, 1897, communicating Government of India Circular No. 2 of 25th June, 1897, on the subject of the pecuniary relations of Government Officers with persons subject to their authority.

Do. " 1589 M., 13th July, 1897, ordering the re-publication in the Fort St. George Gazette, of a Notification, No. 8, dated 2nd June, 1897, of the Government of Bengal, directing that persons travelling by the East Coast Railway in the direction of Puri be inspected at the Khurda Road station.

I am,

Sir,

Your most obedient servant.

A. D. G. SHELLEY.

CHIEF, R. E.

H. W. NOTHES Esq.,

Managing Director,

London.

Urgent

H. E. the Governor.

*J. W. D. Railway Branch
Coltiamund 2nd August 1897.*

Note

The accompanying telegram and letter No. 779 dated 31st July 1897, from the Agent, South Indian Railway are submitted with reference to His Excellency's inquiry as to whether the South Indian Railway Board will consent to their offer being held good if accepted in proper proportion line separately. -

2. The Revenue Department has been asked, in compliance with His Excellency's order, to ascertain from the Collectors concerned what would be the produce of the Country around Dinidigul is likely to take when the Palghat-Dinidigul Railway is constructed.

9/8/97

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

- Letter to the Govt of India No 509 R dt 11.6.96.
 " from " " " No 1077 RC dt 14.7.96 with Encls.
 " to " " " No 737 R dt 3.9.96.
 " from Messrs Tozer & Son, London, dt - July 1896.
 " to the Govt of India No 738 R dt 3.9.96.
 " from " " " No 1958 RC dt 22.12.96 with Encls.
 " to " " " No 37 R dt 18.1.97.
 " to Messrs Tozer & Son, London, No 38 R dt 18.1.97.
 " from the Agent S.I. Ry No 178 dt 13.2.97 with Encls.
 " from Agent S.I. Ry's letter to his Board No 525 dt 17.3.97.
 " " Board's letter to Agent S.I. Ry No 189 dt 15.4.97.
 " from the Govt of India No 552 RC dt 5.4.97 with Encls.
 " to " " " No 277 R dt 22.4.97.
 " to the Agent S.I. Ry No 278 R dt 22.4.97.
 " from Agent S.I. Ry's letter to his Board No 531 dt 28.4.97.
 " Letter from the Govt of India No 837 RC dt 20.5.97.
 " " to the Agent S.I. Ry No 36 dt 28.5.97.
 " " from Agent S.I. Ry's letter to his Board No 536 dt 1.6.97.
 " Letter from the Agent S.I. Ry No 664 dt 24.6.97 with Encls.
 " G.O. No 1126 R dt 1.7.97.
 " Telegram from the Govt of India No 1172 RC dt 14.7.97.
 " Letter from the Agent S.I. Ry No 753 dt 22.7.97.

Shd be done

P.T.O.

Telegram to The Govt of India. 1217 B. 11 23.7.11
 " " " Genl S. I. A. 12 69 C. 11 29.7.11
 " from " " " 31.7.11.
 Letter from " " 12 776 11 30.7.11.
 470

Order No. ⁵²⁹⁵²⁰~~530~~ 12-4 J. S. 17.

Coat of hair. Charles H. H. H. H.

Ms 530 R 61 v. 8. 17.

1880. 17.
Have found the first Green
heron.

No. 530 Adm 5/8/9

7/10

The H. L. & the fact of Hudson
P. W. D. B.

2 1/2 Sec. part of h2:
p. 12. 8

Li

Ed. In continuation of the correspondence ending with my No. 427 dated 12th Jan.

77. and in confirmation of my telegram No 17B dated the 23rd July 77.

I am directed to forward, for the order of the Govt. of Ind., a copy of
a letter from the Agent S. I. B. No. 753. dated the 22^d Feb 17.

JK.
30/7/97 submitting certain important proposals for the construction & working of
the Madras-Panambur, Tiruchirappalli-Arakkot, and Palghat-Idukki
to the first of of the project
extension; and with reference ~~to~~ ^{to} comment the following remarks

as belonging to the basis of the Government of London. ~~This point of~~
~~these projects shall be put in this letter.~~ The other ^{points} shall form the subject of a
separate communication.

2. - ~~First I refer to the Madras-Panvel line~~: A reference to my letter No. 332.R. dated the 10th May 97, which dealt with the general railway programme of the Presidency, will show that ^{the Madras-Panvel} ~~this~~ line was placed near the top of the list giving the order in which it was preferred that the several projects referred to therein should be ^{commenced} ~~granted~~; because, as explained in paragraph of that letter, it is considered by the Government to be one of the most important in the interests of the

Public (1897) Department.

CURRENT No. 7839

development of the Presidency. Again in my ltr No. 277A dated the 22nd June 97, the Govt. of India was strongly urged to connect the construction and working of this station of art to the S.I.R. Thomson at least to a Board his long standing to them, with a view to the avoidance of the many difficulties inseparable from the introduction of an independent and unconnected small station in a new town and of communication.

3. - His Excellency the Governor of Madras is bound to see how right of the disadvantages attaching to the method now proposed by the S.I.R. Co. for financing this station, namely, that if it is to form an integral part of the S.I.R. it must wait for a place in the Railway programme for all India.

A reference to the Hon. Mr. Curzon's Memorandum dated the 26th March 97 leads this Government to fear that if it has to wait for a place it stands of being constructed in the immediate future and let small, I am inclined to think that, if circumstances should arise which would render it feasible to give a very early place in the programme to the Madras Railway station it may be borne in mind of the fact of India that the Government would much prefer that it should be constructed as an integral part of the S.I.R., not as a separate, State Government Station, than that it should be constructed by a Board his long standing intimacy connected with the present line.

4. - Facing the possibility of confusion with the work of the Government as expressed above, His Excellency the Governor is bound to see that the opinion already expressed that it is not to be desired that any arrangement should be given to the S.I.R. Co. to form a Board his long standing to itself, with, as pointed out in para 2 of your ltr No. 832A dated the 20th May 97, no other

RM
1451 request the Agent would read asking them to expedite reply. Nothing then as has come from A since then as per 7/8

From Govt of India

Telegram No. 1290 R-C

Mr. Light just arrived up between his office and the Post office and visited the former when he ought to have visited the latter. (Though Mr. Plummer has not just up Light into the office) He was correcting the Light mistake he visited Post. and H.R. has all the necessary information before him now. The Light visited Post a repetition of his Board's telegraphic reply to a wire he sent them as investigation from Post.

Dated 5th
Received 7th
Registered 7th
Enclosures
Spare copies

SUBJECT.

Madras Railway
Enquiring when the views of the Madras Government about may proposals be expected.

ER
7/8/97
* The telegram was on receipt of the Govt. because the same was the it has not been received from the

Copy sent from the Agent S.I.R.

development of the
 22nd June 97, the
 construction as being
 at least to some
 evidence of the
 independent and
 communication.

3. - His Lord

of the President
 giving this
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INDIAN TELEGRAPH.				Monthly Local No.	URGENT ORDINARY DEFERRED
BACK		No.		10	
Q.O.	No.	Day	Hour	Minute	Second
		18	5	17	44
From				To	
Muziris				Kochi	
Via				Kochi	
Message				at	
Railway				Sun	
Further				2.	
Q.O.	No.	Day	Hour	Minute	Second
		12	7	17	44
From				To	
Muziris				Kochi	
Via				Kochi	
Message				at	
Railway				Sun	
Further				2.	
Date				7 AU 97	
RECD. FROM				SENT TO	
At				At	
Hrs.				Hrs.	
Mts. By				Mts. By	
Date				Postmaster.	

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RATES OF CHARGE FOR INLAND

The following rates are in force from 1st April 1900

Class of Message	Per word	Per line	Per hour
Deferred Message	1/10	1/10	1/10
Ordinary	1/10	1/10	1/10
Urgent	1/10	1/10	1/10

No charge for delivery within a distance of 10 miles

URGENT
 ORDINARY
 DEFERRED

TELEGRAM

FROM

E. R.

To Private Secretary
 to H. S. the Governor
 Ootacamund.

~~to~~ India pressing for ~~the~~ expression of
 view of this Government on South Indian
 Railway's proposals for extension. Madras
 Pamban particularly. Papers presented
 to be still in circulation in Coz.

Handwritten signature

7/8/97

Handwritten signature

7/8/97

Handwritten initials

CSP-S&COPO-24107-1000

TELEGRAM

URGENT
ORDINARY
DEFERRED

FROM

Madras
J. S. Spring
G. A. G. G. G.

TO

Smile
G. A. G. G. G.
Madras. P. W. D.

360 x 300. R. C. G. G. G. with Governor at
Potacans reply will I hope issue in next
two or three days.

FMS

7/8/77

Recd
7/8/77

DEFERRED

To

G. A. Anderson

~~John Lee~~ P.W.D.

Madison
N. B. Spring

36D x 3mm

7/15

7/8/97

Drop
7/8/77

7/8/77

Feb 236-D 4/ 7-8-77

note 80. $\frac{529-530}{A}$ R 4/ 5-8-77