23/1/29 III

Public Works (1897) Department.

Very Emergent

G.O., No. 694 R

DATED 20 Septr 1897

1/10/97

[Despatch Abstract.]

Shoranur Cochin branch. Govt. of India letter requesting that as soon as the realignment & revised estimates for the Calicut Cannanore branch have been completed and the work of construction has been started those for the — may be put in hand and the results submitted together with the best available estimates of traffic, and that an estimate for carrying out the final location of the — may be furnished for formal sanction before the work is put in hand. Comtd. to the Agent, Madras Railway for guidance.

10/3

For G.O.

P.W. 96.
1,000—30-11-96.

Indexed. 6/10/97

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government (1897) of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*
Regd. *Spare copies*

G.O., No. 694 R., 20th September 1897.

SEPTEMBER.

Shoranur-Cochin Branch

Government of India letter requesting that, as soon as the re-alignment and revised estimates for the Calicut-Cannanore branch have been completed and the work of construction has been started, those for the — may be put in hand and the results submitted, together with the best available estimates of traffic, and that an estimate for carrying out the final location of the — may be furnished for formal sanction before the work is put in hand, communicated to the Agent, Madras Railway, for guidance.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Telegram from the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 10th August 1897, No. 24 B.

My 462, July 13. Scarcely possible send you any reliable traffic figures for Shoranur-Cochin, because have now ascertained that since 94 Cochin Government have collected none, and those of that date not in shape affording information for railway traffic estimate purpose. Agent, Madras Railway, may possibly supply some in time for conference but very unlikely that they will have much value.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 14th August 1897, No. 555 R.

With reference to your letter, No. 1074 R.E., dated 28th June 1897, and in continuation of my telegram, No. 24 B. of 10th instant, I am directed to forward copy of a letter * and enclosures received from Agent and Manager, Madras Railway, in which he estimates that the traffic which may be anticipated on the Shoranur-Cochin Railway will give a return of 4·12 per cent. on the capital cost of the line. The Agent's figures are based on the statements given in pages 88—99 of the report and estimate submitted in 1895; no later statistics being available.

From the nature of the case it is exceedingly difficult to anticipate how much of the back-water traffic will come on to the railway, and although the anticipations of the Traffic Manager appear to be reasonable, little reliance can be placed upon the figures submitted; they are accordingly forwarded for information only, and I am to express regret that nothing better is available at present.

2. Experience of the value of anticipation based upon statistics, collected before the construction of certain other railways were commenced, make this Government hesitate to appraise those now offered at any great value. Perhaps the strongest argument in favour of the probability of the Shoranur-Cochin line proving a commercial success is the Madras Railway Company's anxiety to construct and to work it, upon the new term; an anxiety doubtless based on the expectation arising from many years of familiarity with the neighbouring country and of its trade movements that its successful working will enhance the value of their older property prior to its purchase by the State.

* No. 9075/766, dated 11th August 1897.

ENCLOSURES.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 11th August 1897, No. 9075/766.

With reference to your telegram, dated 7th July 1897, I have the honour to enclose copy of a letter from the Acting Traffic Manager and the report from the Traffic Canvasser referred to therein.

Taking the information and figures in paragraphs 8, 10, 11, 12 and 13 of the Acting Traffic Manager's letter, the following result based upon the calculation at page 67 of the Officiating Chief Engineer's report of 15th October 1895 is arrived at :—

Paragraph 8. Passengers ...	325·567
Goods ...	158·386
	483·953
Add 50 per cent. ...	241·976
	725·929
Paragraph 11 ...	25·000
	750·929
Paragraph 13 ...	250·000
Miles 73 ...	1,000·929
Receipts per mile ...	13,711.

Taking the reduced estimate of the cost of the line at Rs. 1,66,418 per mile, Rs. 13,711 gives a return of 8·24 per cent., but taking the working expenses at 50 per cent., the total anticipated net return is 4·12 per cent.

It will be noticed that although considerable trouble has been taken to obtain further statistics since the publication of those in 1895, embodied in the Officiating Chief Engineer's report, no additional figures from a more trustworthy source have been received and the estimate now formed of the probable return to be obtained for this extension may be taken as fairly reliable.

At page 88 of the Chief Engineer's report, it will be noticed that the population of the district to be served by the proposed extension is 800·36 per square mile. At page 503 of the Asylum Press Almanac, the population of the Malabar district is 474 and the Coimbatore district under 300; therefore it is probable that the figures at page 84 of the Chief Engineer's report are underestimated.

From the Acting Traffic Manager, Madras Railway, to the Acting Agent and Manager, Rayapuram, dated Madras, 9th August 1897, No. C./245-30123 A. and M.

Shoranur-Cochin Survey.

Your No. 9075/7237 of 13th ultimo.

As requested in your letter of the 13th ultimo, I beg to forward, herewith, a narrative report from the Traffic Canvasser of the proposed extension of line between Trichur and Cochin, in a form similar to that upon the Shoranur-Trichur extension submitted with this office letter, No. C./245 A. and M., dated the 5th March 1895.

2. This report, I fear, contains no detailed statistics which will enable an estimate of probable receipts to be framed for comparison with the estimate based upon receipts of the open South-West line of the Madras Railway shown on pages 67 and 68 of the survey report. The Traffic Canvasser has ascertained personally from the Dewan and the Resident that no actual statistics of the traffic now passing over the different routes traversed by the proposed line are in existence, and he has also been told that the special registers of traffic taken in the years 1893 and 1894 for purposes of the railway survey and embodied in pages 90 to 99 of the survey report have not been continued in later years and that, therefore, it is impossible to give more up-to-date figures.

3. The following analysis of the statements above referred to may be taken as affording a rough estimate of the prospects of traffic in support of the conclusion given at the foot of page 67 of the survey report that the gross earnings of the proposed line may fairly be expected to reach a sum at least 50 per cent. in excess of the gross earnings of the Madras Railway over the section Pódanúr to Calicut.

4. The traffic recorded at Kokally (page 89 of the report) and at Carupadanah (page 90) represents the goods and passengers which have come by carts from districts around Palghat and Coimbatore and have taken the backwater at those places for transport to Ernakolam. When the new line is opened, this may fairly be expected to travel by rail *viâ* Shoranur, and the whole of the traffic recorded may therefore be estimated as giving a lead of 73 miles over the new line.

5. Of the traffic recorded at Ernakolam on pages 91 and 92, that leaving Ernakolam for the north and arriving at Ernakolam from the north will travel over the new line for a greater or less distance, and an average lead of half the length of the line may fairly be taken.

6. Of the traffic recorded at Muttuncherry (page 93), a certain proportion has come down by backwater from stations between Tirur and Calicut and the country north of Calicut. This traffic will travel *viâ* Shoranur when the new line is opened, and a third of the total traffic recorded seems a moderate proportion to be assumed.

7. Of the traffic recorded at Pattikad toll-gate and Kokally-Bandur (page 97), two-thirds at least will travel between Trichur and Shoranur.

8. A summary of these figures is appended to this letter, and they give a total of Rs. 3,25,567 for passengers and Rs. 1,58,386 for goods, making a total of Rs. 4,83,953. To these figures (judging from the Traffic Canvasser's experience of the proposed route) if a half is added for local traffic, it is probably well within the mark, making a total of Rs. 7,25,929.

9. The above figures take no account of the export and import traffic of Cochin port which, however, will form a very valuable addition.

10. Attached to the Traffic Canvasser's report are statements showing the total imports and exports into the port, but unfortunately no particulars are available of the ports of origin and destination to enable us to estimate the proportion which should go over the Madras Railway. It is known, however, that the great bulk of the grain is imported from the east coast ports, and the bulk of this should be carried over the Madras Railway and over the new line when through railway communication is established.

11. The quantity of paddy, rice and seeds from the Presidency ports is 16,000 tons for 1896–97, and taking half of that as travelling over the Madras Railway, gives an additional receipt of Rs. 25,000.

12. The other articles of import cannot be readily estimated, but it may safely be assumed that a large proportion of the Rs. 47,70,000 worth of coast-wise imports during the last official year would be rail-borne, while the bulk of the 133 lakhs of Indian produce exported from the port of Cochin would also be carried over the railway. This remark also applies to the port of Malipuram, the trade of which amounted to a further sum of 37 lakhs—*vide* Cochin Administration Report.

13. The recorded statistics of traffic printed in the survey report are stated by the Native State authorities themselves to be very incomplete, and there is little doubt that a large part of the traffic which actually passed the registering stations escaped registration. No account also has been taken of the timber traffic, a large portion of which now seeks the railway at Shoranur and Pattambi and which will be very largely increased by the facilities for transport afforded by the new line; and from these sources together, it does not appear to be extravagant to expect the addition of the 2½ lakhs required to produce an estimated minimum return of over 4 per cent. on cost of the line.

14. With regard to the alternative routes between Shalakudi and Alwey, there seems little doubt that the opinion recorded by the Resident of Travancore and Cochin that the longer route *viâ* Chengal Ferry and Perambalúr is the most advisable is correct. It would, however, be better to carry the line into Alwey rather than turn to the south at Keelamod, as otherwise the railway will fail to tap all the water-borne traffic at Alwey.

Copy of the Traffic Canvassers's report, dated the 5th August 1897, on the Shoranur-Cochin Survey.

Ullur.—is a desam (village) in Kuttanallur amshum in Trichur sub-division. Population, 1,931, and houses 352. The amshum contains 9 villages, and the total population is 7,914 with 1,351 houses. It has got a very large Christian population and a rich church. It is situated at the 4th mile from Trichur. There are about 25 bazaars; all are small. At present the trade is, to a limited extent, but it is gradually rising for importance both in the matter of population and trade. About 6 miles to the east, begins the forest area. There is no road straight to the

forest. The traffic coming from Palghat, Pollachi, Coimbatore, Udamalpet, Dhárápuram, &c., places turn at a place called Munnuthy, 2 miles east of Trichur, and pass on to Karoopadnah (a principal ferry) *viâ* Ullur. The distance from Ullur to Karoopadnah is about 16 miles. The statement on page 19 of the survey report shows the quantity of goods carried and the number of passengers travelled from north to south and *vice versâ* for the year ending 31st March 1894.

The traffic from east, that is to be put into boats at Kokally, is taken straight on to Kokally *viâ* Trichur. It is the landing place of Trichur and is within the limits of the town (Trichur). It deals very much in paddy. Statement on page 89 shows the quantity of goods and the number of passengers travelling in both directions.

The paddy that is exported by water comes mainly from the Palghat taluk.

The chief produce of the place is paddy, cocoanuts are scarce, and there are more betelnuts than cocoanuts to be had in this place.

The inwards traffic are salt, iron, cloth (both Europe and country) and sundries from Trichur. All forest produce is at present taken to Trichur, as there are no proper roads.

Pudukad.—It is a village called Thoravankarai in Pudukad amshum, with 18 other villages. The population and habitation of Thoravankarai are 2,083 and 834, respectively. The total population and habitation of the whole amshum are 10,182 and 1,940, respectively. All the villages or hamlets are within a radius of 5 or 6 miles around. There are about 20 bazaars in all. It is 8 miles from Trichur and 4 miles from Ullur, on roadway between Trichur and Shalakudy. It is on the bank of the river Kurumaly. There are no big merchants who trade largely. The products are paddy and cocoanuts. Gram of all sorts, G. seeds, betelnuts and pepper to a limited extent. All these are carried to Trichur and also to Vanienkulam (about 4 miles from Ottapalem station) 8 and 35 miles, respectively, and in return, they get from Trichur cloth, iron, salt provisions, sundries, &c.

If a station is opened on the bank of the river, all the timber and bamboos that come from the Cochin-Palapulli forest could be taken up at that station at present it is floated down the river to Ernakolam or Cochin for local sale or shipment, &c.

The present products of Palapally (the same range) could be brought in carts either to Ullur or to Pudukad stations. There is a road at present up to the Palapally plains which is at the foot of the hills, about 6 miles from either of the two stations. The timber and bamboo traffic in the Kurumaly river could be done only during the monsoons, viz., from June to October inclusive.

There are two tile-manufacturing companies; large quantities of tiles are despatched to places in the interior by road and river.

Athur.—Firstly the spelling of the place is incorrect. It ought to be Alloor or Alur; the spelling given in the map attached to the Engineer's report is correct. Alur is a village situated in Palam amshum, which contains 22 other villages. The population of Alur itself is 1,885 and houses 316, or with a total population of the whole amshum is 24,224 and houses 4,306. Though it is a thickly populated part, it is an insignificant village. The importance of the station will be owing to its proximity to Irinjalacadu, a large and rising town, contain 869 houses with 52,117 people and a number of palaces besides a very large and important pagoda. It has also a weekly fair which attracts a good number on Wednesdays and Saturdays. It is the head-quarters of the taluk of Mukundapuram. The present Eliah Rajah of Cochin lives there.

Annual festival is held in that pagoda in the month of Madam (April or May) and it lasts for ten days and attracts a very large number of people from different and distant places. The distance from Alur to Irinjalacadu is about 8 miles direct west. The produce of this place are the same as the other station (Pudukodu).

This will be the nearest station for the produce of the Kodacherry forest. The distance from Alur to the foot of the Kodacherry hills is about 8 miles.

The present Rajah of Cochin has got a hill bungalow at the foot of the hills which he occupies during the summer months, viz., March to June inclusive. The name of the place where the bungalow is built is Kanjarapalli towards the east. There is also a Kalamora (a forest sub-office) at Kombanpara, about 6 miles east of Alur and about 2 miles west of the palace.

Shalakudi.—There are two Shalakudis within half a mile distance from each other, namely Paringad (west) Shalakudi and Kilakai (east) Shalakudi. The east Shalakudi is situated at the 19th mile on the road from Trichur. The proposed line passes through west Shalakudi. These two villages are situated in Kodacherry amshum. West Shalakudi contains 345 houses and 1,896 people, and the east Shalakudi contains 518 houses with a population of 2,9[illegible]5. The whole amshum contains 13 villages with a total number of houses 3,561 and 19,623 people.

In its vicinity is a small Christian pettah terminated as usual by a church. It has a Kolagam (palace) of the Rajah of Cochin, a Police station, dispensary and about 30 bazaars, of which only 4 or 5 merchants are trading largely. The chief productions of the places are paddy to a large extent, gram, pepper, G. seeds to a limited quantity, and these are carried to Trichur and Vaniengolum which are 19 and 44 miles, respectively. In return they got iron, cloth, chillies, oil and sundries from those places.

The timber and bamboos of Kodacherry forest are brought through this river during the monsoon time.

There is also a road to the foot of the Kodacherry hills, about 8 miles north-east. There is no bridge to cross the river.

If the proposed line is opened, the produce of the Kodacherry hills can be taken either at Alúr or Shalakudi.

The 23¾ mile from Trichur or 155th mile from Trivandrum is the boundary for Cochin and Travancore. Now I had to travel in the Travancore territory. At the 25th mile from Trichur, a Customs House is established, where carts passing in both directions are examined and duty collected as under :—

	RS.	A.	P.	
Timber	0	8	0	per candy.
B. Nuts	6	4	0	,,
Pepper	5	0	0	,,
Skins, dry	0	8	0	per 20 in number.

Kodakulangarai and Angamali.—These two villages are situated on the road at the 27½ and 28th miles, respectively, from Trichur. The population of the two places is 2,097 and 3,191, respectively. I cannot give the number of houses for villages or amshums situated in the Travancore territory, as I was not furnished with any such records, &c., by the officials of that Government throughout that line. There are about 30 bazaars, of which about 15 are cloth merchants. There is Travancore Government Unjil office (Post office) and Catholic churches. There are about 1,850 houses with about 5,300 Native Christians, both Roman Catholics and Jacobites belonging to the church. This account was taken by the church authorities in 1896.

There is a salt depôt belonging to the Travancore Government; they get Bombay salt from Munambam which is 18 miles west from Angamali.

About 200 bags of salt per mensem are consumed in the adjoining villages.

For each 6 or 7 miles such salt depôts are opened for the convenience of the public.

Productions of this place are paddy, gram, tenai, pepper, G. seeds and fruits in season. Timber and bamboos from Malayatoor of Cochin, Manjappara of Travancore hills, which commences about 6 miles north-east, are carried to Alwey and thence to Cochin. Alwey is about 7 miles south-west from Angamalai on direct road.

Also some of the articles are carried to Mangalar and Parur, which are 10 and 12 miles west, by means of boats.

Inwards traffic are chillies, onions, oil, cloth sundries, &c., are received from Trichur in large quantities and from Cochin in small.

Chengal ferry—is situated at 31st mile from Trichur. It is a small place of no importance, but forest produces from Malayatoor hills, which is about 6 miles from Chengal ferry, are received by Thany river, which is the largest river in the Travancore territory. It splits from the Periyár project and runs to Alwey, where it again splits into two—one towards the north running to Kodungaloor and falling into the sea and the other towards the south-west running to Ernakolam and falling into the Cochin Harbour. Timber of all kinds are largely carried by means of rafts through the river to Ernakolam and Cochin during the rainy season only for local sale and shipment.

If a station is opened on the bank of Chengal ferry, timber can be carried easily during the whole year, as I believe there will be sufficient water in the river between Chengal ferry and the Malayatoor depôt.

Perambayur—is situated at the 35th mile from Trichur; it is the head-quarters of the Koonnathoonad taluk. This village is situated in the Perambayur amshum, and the amshum contains seven villages. The village Perambayur contains 5,211 people. All these villages are situated within a radius of about 4 miles towards the east, north and south and about a mile towards the west.

There is a Second-class Magistrate's Court, Police station, Sub-Registrar's office, Mission School, Government Vernacular School, Travellers' bungalow, Choultry and Travancore Government Unjil office. There are about 45 bazaars in all.

The production of this place and its suburbs are paddy grain, G. seeds, B. nuts pepper, ginger, skins—dry, bones and all forest produces from the Vengoor hills, which is about 7 miles east. Also articles of the above nature from Moovathupolay and Trikanyur, about 12 miles south and 10 miles east are collected here and taken to Alwey and Cochin.

Merchants from Alwey, Cochin and other places resort here on shandy days, viz., every Tuesday and Friday to purchase goods.

The inwards traffic is cocoanuts, C. oil, cloth, iron, chillies, tobacco, sundries, &c., and are received from Cochin. There is a salt depôt at Vallam village which is about 1½ miles north-west of Perambayur. There is also a Customs House, where they collect duty on timber, pepper, B. nuts, &c.

Perambayur—is the junction for four roads, viz., one to Alwey, 10 miles west, one to Trikanyur, 10 miles east, one to Shalákudi 16 miles north, and one to Moovathupolay, 12 miles south, which is the main road to Trivandrum, the capital of Travancore, 143 miles from Perambayur.

Keelamad—is situated at 43rd mile from Trichur with a population of 643. It is a very small and insignificant village situated very nearly two miles south-east of Alwey.

It is, in my opinion from the point of view of the traffic, better to take the line from Perambayur to Edapalli, *viâ* Alwey rather than it should run through Keelamad which is, as already stated, an important village away from important place and road; but I do not know whether this line *viâ* Alwey would be more or less costly and practicable from an engineering point of view.

Eddapally—is 49 miles from Trichur and 5 miles from Ernakolam. It is the seat of a feudatory chief under the Travancore Maharajah. It has 5,340 people. The products are paddy, cocoanuts in large quantities. As this is near Ernakolam, a big town, all things that are required by the people of this place are purchased at Ernakolam.

Ernakolam.—This is to be the terminus and the most important station on the line. It is the seat of the Cochin Government. Ernakolam town itself contains 1,124 houses with 7,283 people. There are other important and populous villages near and around the town, the total population of which is 34,089 and houses 6,374. The Dewan holds his office there, and besides the Dewan's office, there are the High Court, the District Court, the District Munsif's Court, the District Magistrate's Court, the Tahsildar's office, the Police Superintendent's (European) office, the Salt and Abkári Superintendent's office, the Unjil Superintendent's office, the Registrar-General's office, the Assistant Engineer's office, the Chief Medical Officer's (European) office, the Post offices (both British and Cochin Cirkars), the Travellers' bungalow and other minor offices. There is a second-grade college managed by a European Principal and assisted by a European Vice-Principal. Besides this college there are primary schools for boys and girls. There is a large hospital. There is a European Superintendent of Jails. The Central Jail of the Cochin State is located in this town where coir mats and other articles are turned out for sale by the convicts. There are palaces belonging to the Rajah and an important temple, where annual festival is held for eight days continuously in the month of Makaram (February).

There are four big Christian churches and one or two Jewish and Muhammadan mosques. There is a grand durbar hall where the British Resident pays his visits of state to the Rajah. There is a very large bazaar street in the northern part of the town, where an enormous amount of trade is carried on.

The chief products are paddy and cocoanuts, a great quantity of export trade is done in the shape of copray cocoanut oil, and coir to England and other European and American countries. The reason why there are not other products is that the soil is most suited for the luxuriant growth of cocoanut trees, which are the most valuable of the fruit trees in Southern India. Except paddy, cocoanuts, B. nuts, pepper and cocoanut oil all other articles for local consumption are brought from Palghat, Coimbatore and other districts, *viâ* Trichur or Karoopadana by means of carts and thence by boats to Ernakolam and Cochin. The statement on page 91 will show the boat traffic leaving Ernakolam for south and north and that on page 92 will show the boat traffic arriving at Ernakolam from south and north.

The importance of Ernakolam is increased to a very great extent by its proximity to other very important places such as Tripunithurai, Cochin, Balghutty and Malipuram of which I shall now speak.

Tripunithurai—is the residence of the Rajah. It has a fort and many palatial buildings belonging to the royal family. There is a large pagoda, where annual festival is held for eight days continuously in the month of Vrichikam (November) which attracts large crowds of people from many parts. There is an Oottupporai (feeding choultry) here on a large scale, where all Brahmans are fed twice a day gratis. There are minor Oottupporais on smaller scale along the line I have travelled. This Native State being ruled over by an orthodox Hindu royal family, there is always going on in the place a large number of important and unimportant ceremonies, which necessarily attract a great crowd of people, especially Brahmans, from even distant places all throughout the year.

This place is about 6 miles south-east of Ernakolam. This, along with two other neighbouring villages, contains 2,892 houses with 14,094 people. As this is close to Ernakolam; supplies are purchased from the latter place. There are two large bazaar streets—one for caste people within the fort, and the other without the fort open to all. The merchants get down most of the things from Cochin. The productions are the same as Ernakolam.

Balghutty—is a small island in the lagoon or backwater that lies between Ernakolam and Cochin about 2 miles from Ernakolam. This is the seat of the British Resident. The population of this island is 1,771 and the houses 327. All things for the consumption of the inhabitants of the island are purchased either at Ernakolam or Cochin.

Cochin.—There are two parts of this town, viz., Native Cochin called Mattancherry and British Cochin.

Mattancherry—is a very large place of trade. It contains a palace of the Rajah of Cochin and a pagoda. The population and habitation of Mattancherry town itself are 17,254 and 2,978, respectively.

The Jew town is in the south of it inhabited by both white and black Jews, each Colony having a synagogue (church) of its own. There are no Latin churches in this place. The Konganies have a large pagoda, where an annual festival is held.

Native boats, large and small, are built at this place. The bazaar street itself is more than a mile long with bazaars on both sides.

Between Ernakolam and Cochin there is no bridge to cross the backwater. The Cochin Government have supplied a steam ferry, the carrying capacity of which is 100 tons. The charges for the ferry are as follows:—

	RS.	A.	P.
I Class	0	2	0
II ,,	0	1	0
III ,,	0	0	9
Carriages, horses, cows and bulls	0	12	0
Sheep or goat	0	0	6

It takes about 20 minutes to cross the backwater and the steam ferry plys over it from 6 A.M. to 8 P.M.

Statements on pages 93 and 94 show the boat traffic leaving Mattancherry for south and north and arriving at Mattancherry from south and north.

These are the latest figures regarding the boat traffic that I could get on enquiry. I understand that no further statistics have been prepared by the Cochin Government.

The town of British Cochin is situated to the north of the Native Cochin. The circumference of this Cochin is 1½ square miles and it has about seventeen hamlets. The habitation and population of the Cochin municipal town are 2,570 and 17,601, of which 5,217 are traders. The total habitation and population of the whole municipality and its hamlets are 2,869 and 19,322, of which 5,934 are traders. There are five European firms who export and import largely on commission, viz., Messrs. Aspinwall & Co., Messrs. Volkart Brothers, Messrs. John Grieve & Co., Messrs. Peirce Leslie & Co., and Messrs. George Brunton & Co. There is also a native firm belonging to one R. S. Sreenivasan & Co., who deal largely in coir, cocoanut oil and different staples. The annual income-tax collected from the merchants in the British Cochin is Rs. 3,587 for 1896–97. It has a fine harbour, where a great deal of export and import is carried on in the year, except during the monsoon, when the trade is shifted to Malipuram, a port belonging to the Cochin State, about 4 miles north of the British Cochin There is the office of a Deputy Collector and Sub-Court, Sub-Registrar, Sub-Magistrate, Post Office, Assistant Superintendent of Sea Customs, Civil Surgeon, Inspector of Police, Municipal Office, High School and the Madras Bank (branch).

The country products of Travancore and Cochin are carried by boats to Native Cochin as well as to British Cochin, and thence exported to different ports both in India and foreign countries.

Also large quantities of rice from east-coast ports are brought to Cochin by steamers, ships and pathimars in fair season.

The annexed statement marked A will show the important articles exported from and the statement marked B the important articles imported into the port of British Cochin during the official year 1896–97. The above statements also show the weight and number of the articles and their value.

Also the statement marked C annexed will show the total value of imports and exports of the port of Cochin for the official year 1896–97. These statements I obtained from the Assistant Superintendent of Sea Customs.

Malipuram—containing 148 houses with 756 people is an unimportant place, except as the monsoon port of Cochin.

A statement of the exports from, and a statement of the imports into, the port of Malipuram for 1071 M.E. (1895–96) will be found on pages 28 to 34 of the appendix to the Cochin Administration report for that year.

I have now finished my tour through the easternmost line, *viâ* Chengal ferry and Perambayur; noted down all the information that I could get of the places between Trichur and Ernakolam. I shall now deal with the places between Alwey and Alúr.

Alwey—is 12 miles from Ernakolam and 10 miles from Perambayur. It is situated on the south bank of Alwey river. It is the principal village in the amshum of same name. There are thirteen other small hamlets belonging to this amshum. The total population of the whole amshum is 9,568.

It is the head-quarters of the Tahsildar of Alengod taluk. The village Alengod is situated at the north-west bank of the Alwey river.

In Alwey there is a dispensary, Police station, school up to the Fourth form, Salt depôt, Public Works Department Supervisor and Overseer, Post Office (Travancore Government).

Taluk Cutcherry, Sub-Registrar's office and Police Inspector are located on the other side of the river. There is every probability of the public offices being removed to the southern side of the river after the completion of the proposed railway line.

It is an important place for its trade on shandy days, viz., Wednesdays and Saturdays. Large quantities of merchandise of different staples from different places are brought for sale in the market.

Large number of boats with timber, bamboos, grain, &c., are passing Alwey from east to west.

There are about 50 bazaars in all. There is a small Siva temple where for the Sivarathri festival in the month of Kumbam (January or February) gather a large crowd of about 25,000 people of different castes.

As the river bath at Alwey in the summer season is conducive to the health, many people from different and distant places resort here and make their stay in sheds erected on the sand banks.

This place is more thickly populated by Native Christians than by any other castes. There are four churches belonging to the Christians. The productions of this place is paddy to a very large extent; G. seeds, ginger, tamarind, B. nuts, turmeric and cocoanuts to a limited extent; skins, dry, and horns are brought on market days for sale. Alwey river has no bridge to cross and it is subject to heavy floods in rainy season.

Alengod is on the north-western bank of the Alwey river. It is an amshum or head village for seven hamlets. It has a total population of 15,414.

The production of this place is the same as Alwey, with a large cultivation of sugarcane. It is a very low country for 3 or 4 miles around inundated. There is a main road to Parur, which is about 9 miles north; also there is a road to Angamali, the land route to Trichur. Angamali is 7 miles north-east to Anengod.

Eyerur—Is about 4 miles from Alwey north. It is an amshum of the same name. The total population of the whole amshum is 8,200. There are no offices except a village authority's. The products are the same as Alengod. It is in a low level and generally flooded in the rainy season. The Parur main road from Alengod passes about 3 miles west of this village and no proper accessible roads or tracks are available in these parts. A greater portion of this village consists of wet lands.

Maula—Is the next station or last place I should write about. This is in the Native State of Cochin, and is about 7 miles from Alur. It has got a small Native Christian bazaar street with a small church and a small mosque. The population is 1,044, and houses 189. The place in itself is an unimportant one. All the produce of the villages to the west of this place could be conveniently brought to this station in boats, as Maula is connected with them by means of backwater and canal. Kodungalur (Cranganore) is an important place near Maula. It is 4 miles west of it, and is the seat of a Rajah who is a feudatory to the Cochin Rajah. It has a Taluk office, Registrar's office, Police station, dispensary. It has got a large and important temple which attracts large number of people even from the North Malabar to the annual festival in the month of Meenam (March or April). This festival is well-known in Malabar as "Kodungalur Bharani." The productions of Maula are paddy, cocoanuts and B. nuts.

Lastly, I may conclude by saying that of the three routes already surveyed, viz., one *viâ* Alur, Maula, Eyerur and Alwey; second *viâ* Alur, Shalakudi, Chengal ferry, Perambayur, Keelamad; and the third *viâ* Alur, Kodakulangarai (Angamali) and Alwey: the first-named route is, in my humble opinion, not at all advisable to take up, as there are not any important villages the route can cross, and even the small hamlets that may happen to be on the route are not connected by suitable roads owing to the major portions of the lands in this direction being submerged under water for about three months in the year, and above all this route, if opened, will have to undergo the keenest competition with the backwater, which, I think, should be better avoided for more reasons than one; the second route seems to be preferable of all, as it happens to go through all the cultivated centres of trade, such as Perambayur, &c., and further this route will have the effect of diverting to railway all the traffic from the forests in the east, while the only advantage that could be secured by preferring the last-named route would be to avoid difficulties represented by the Engineering department to have to undergo in crossing the river Alwey at Chengal ferry.

In this connection, I beg to point out that of all the stations proposed, the first in rank will be Trichur at one end and Earnakolam on the other, whereas Perambayur and Alwey may be classified as third, the rest as only fourth-class stations.

The information contained in this report, though meagre, will, I hope, meet with your honour's views, as this is all I could possibly get at this season of the year, when a traveller can hardly pass through this tract of country inundated by heavy showers.

A

Statement showing the weight and value of the important articles exported from the Port of Cochin during 1896–97.

Articles.	Weight or number.	Out of India to Foreign ports.		In other Presidencies to British ports.		In the Presidency to British ports.		To Indian ports not British.	
		Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.
			RS.		RS.		RS.		RS.
1. Coffee	Cwts.	278	20,558	121	7,596	315	29,098	46	3,395
2. Coir	"	1,80,113	19,12,481	90,110	6,54,115	5,244	29,107	3,83,338	2,32,629
3. Cordage	"	6,676	63,291	46,310	2,98,369	253	1,419	7,050	50,489
4. Cotton piece-goods ..	Yds.	20	5	9,942	1,562	13,420	2,585	..	..
5. Cocoanuts	No.	..	..	1,75,599	47,330	44,450	1,343	2,19,053	6,466
6. Copray	Cwts.	2,009	34,871	8,076	90,045	330	3,360	249	3,491
7. Rice	Mds.	49,782	1,72,860	46,786	1,51,353	26,000	78,744	3,200	10,515
8. Cocoanut oil ..	Cwts.	58,338	11,28,895	1,67,038	28,57,158	27,011	4,51,850	37,225	6,47,714
9. Fresh oil	"	..	..	207	1,542	267	1,294	..	..
10. Salt fish	"	1,363	13,134	62	1,250	..	..	12	120
11. Arecanuts	"	..	..	..	..	27	145	..	..
12. Pepper	"	1,499	26,293	5,489	82,953	1,053	17,806	380	6,239
13. Cardamoms ..	"	..	..	5	1,010	..	..	..	..
14. Dried ginger ..	"	1,153	31,634	6,235	1,44,686	193	4,377	601	13,016
15. Turmeric	"	327	1,308	611	2,645	542	2,675	18	108
16. Jaggery	"	..	..	165	489	409	2,352	..	..
17. Timber (wood) ..	Value.	..	900	..	48,797	..	25,926	..	79,609

Cochin,
30th July 1897.

(Signed) F. D'CRUZ,
Asst. Superintendent, Sea Customs.

B

Statement showing the important articles imported into the Port of Cochin during the year 1896–97.

Articles.	Weight or number.	From Foreign ports out of India.		From British ports in other Presidencies.		From British ports within the Presidency.		From Indian ports not British.	
		Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.
			RS.		RS.		RS.		RS.
1. Apparel	Value.	..	2,645	..	22,564	..	2,776	..	25
2. Coffee	Cwts.	..	..	..	..	60	2,251	..	..
3. Cotton twist	Bls.	1,18,790	73,777	7,18,005	2,92,947	1,500	4,895	..	..
4. Piece-goods	Yds.	3,46,942	46,621	28,24,667	5,61,906	27,954	5,095	..	..
5. Paddy	Mds.	..	..	5,81,320	10,05,378	1,25,215	2,45,447	16,401	36,696
6. Rice	"	..	..	2,15,949	5,99,869	2,89,073	8,36,744	61	227
7. Gunny-bags	No.	..	..	46,920	7,439	4,311	657	200	25
8. Ale, beer, porter	Gal.	789	1,957	2,188	5,788	..	..	16	48
9. Wines	"	1,408	8,733	1,063	6,249	13	130	249	1,274
10. Spirits	"	3,027	19,822	1,612	16,923	82	907	2,720	17,280
11. Brass	Cwts.	9	785	319	12,159	1	40	..	..
12. Copper	"	138	6,130	1,323	56,834	80	3,105	..	..
13. Iron	"	3,388	26,457	13,645	80,367	271	1,542	..	..
14. Seeds	"	33	3,112	10,307	74,315	5,985	41,299	2,275	10,700
15. Silk	Yds.	..	..	5,997	8,140	..	..	..	..
16. Pepper	Cwts.	..	..	..	..	239	3,466	..	..
17. B. nuts	Lb.	47,054	2,066	..	..	1,25,391	5,895	..	..
18. Ginger	"	..	..	448	100	1,372	225	..	..
19. Sugar, refined or unrefined ..	Cwts.	8	137	1,930	24,55	8,692	1,00,830	156	2,168
20. Tobacco, of all kinds ..	Lb.	2,10,177	22,672	29,172	6,701	5,906	828	84	6
21. Woollen piece-goods ..	Yds.	..	..	47,529	31,628	..	..	..	..

Cochin,
30th July 1897.

(Signed) F. D'CRUZ,
Asst. Superintendent, Sea Customs.

C

Statement showing the total value of Imports and Exports of the Port of Cochin for the official year 1896–97.

	Amount.
Imports.	RS.
Foreign goods passed free of duty from India ports (out of India)	1,90,940
Foreign dutiable goods that paid duty (out of India)	2,91,929
Indian produce and manufactures imported coastwise (India)	47,70,074
Foreign produce not subject to duty (duty paid) (India)	16,31,642
Total Imports ...	68,84,585
Exports.	
Indian produce exported to foreign countries (out of India)	52,00,186
Foreign produce exported to foreign countries (out of India)	1,574
Indian produce exported to port in India (coastwise)	79,65,136
Foreign produce exported to port in India (coastwise)	35,678
Indian produce exported to foreign countries subject to duty (out of India) ...	1,31,978
Total Exports ...	1,33,34,552

Cochin,
30th July 1897.

(Signed) F. D'CRUZ,
Asst. Superintendent, Sea Customs.

Summary of Estimated receipts from recorded Traffic statistics printed on pages 91 to 99 of Survey report.

Goods traffic at 10 pies per ton per mile.					Passengers at 2 pies per mile.			Total.
Registration station.	Direction and proportion taken.	Tonnage.	Mileage	Amount.	Number.	Mileage.	Amount.	
				RS.			RS.	RS.
A. Kokally	For south	12,777	73	48,601	18,822	73	14,312	62,913
B. Do.	From do.	9,344	73	35,526	28,511	..	21,680	57,206
C. Karupadanah ..	For south (¾ proportion) ..	3,084	73	11,724	139,188	..	1,05,841	1,17,565
D. Do. ..	¼ proportion for local ..	1,028	50	2,678	46,396	50	24,164	26,842
E. Do. ..	From south (¾ proportion).	2,688	73	10,220	140,559	73	1,06,883	1,17,103
F. Do. ..	¼ proportion for local ..	897	50	2,336	46,853	50	24,402	26,738
G. Ernakolum ..	From south	4,559	36	8,547	23,160	36	8,685	17,232
H. Do. ..	From north	3,422	36	6,416	17,432	36	6,537	12,953
I. Muttuncherry ..	For north ⅓ proportion) ..	2,603	73	9,897	7,967	73	6,059	15,956
J. Do. ..	From north (⅓ proportion)	2,342	73	8,900	7,940	..	6,038	14,938
K. Patticaud ..	On both (⅔ proportion) ..	12,000	20	12,500	3,724	20	776	13,276
L. Kokally	Do. (do.) ..	1,000	20	1,041	910	..	190	1,231
	Total ..	55,744	..	1,58,386	..		3,25,567	4,83,953

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 31st August 1897, No. 1418 R.C.

I am directed to acknowledge the receipt of your letter, No. 555 R., dated 14th August 1897, forwarding a copy of correspondence from the Agent and Manager, Madras Railway Company, regarding the financial prospects of the proposed Shoranur-Cochin branch.

2. In reply I am to request that, as soon as the re-alignment and revised estimates of cost of the Calicut-Cannanore branch have been completed and the work of construction has been started, those for the Shoranur-Cochin branch may be put in hand and the results submitted, together with the best estimates of traffic that the Government of Madras can procure.

3. I am also to ask that an estimate of the cost of carrying out the final location of the Shoranur-Cochin branch may be furnished for formal sanction before the work is put in hand.

Order—No. 694 R., dated 20th September 1897.

Communicated to the Agent and Manager, Madras Railway, for information and guidance.

(True Extract.)

F. D. Foster

Under Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.
" Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

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11 S.P

RECEIVED
19 AUG. 1897

Copy of the Traffic Canvasser's report dated the … August 1897, on the Shoranur-Cochin Survey.

Print

OLLUR, is a desam (village) in Kuttanallur Amshum in Trichur Sub Division. Population, 1,931, and houses 352. The Amshum contains 9 villages, and the total population is 7,914, with 1,351 houses. It has got a very large Christian population and a rich church. It is … mile from Trichur. There are about 25 bazaars; all … is to a limited extent, but it is … the matter of population and … area. There is no … allachi

… 31st … kally, … g place … It deals … ty of goods … from the … nuts are scarce, … d in this place. … both Europe and … roduce is at present … Thoravankarai in Pudu- … lation and habitation … ly. The total popula- -kad … of Thoravankarai … e 10,182 and 1,940 respe- -tion and habitation of the …

Form No. 20.

Print

1P

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

From
Madras Works Ry ~~E.R.~~

To
Works Simla.

No. 24B× Ry 462 July 13. scarcely possible send you any reliable traffic figures for Shoranur Cochin, because have now ascertained that since 94 Cochin Government have collected none, and those of that date not in shape affording information for railway traffic estimate purpose. ~~[illegible]~~ Agent Madras Railway may possibly supply some in time for conference but very unlikely that they will have much value.

F.E.S.
10/8/97

Desp: on 10/8/97.

3. I am also to ask that an estimate of the cost of carrying out the final location of the Shoranur-Cochin branch may be furnished for formal sanction before the work is put in hand.

ORDER—No. 694 R., dated 20th September 1897.

Communicated to the Agent and Manager, Madras Railway, for information and guidance.

694

R

Exd. T. K. Narayana Aiyangar.

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11 S.P

RECEIVED
19 AUG. 1897
GOVT. OF MADRAS

C o p y of the Traffic Canvasser's report dated the [illegible] August 1897, on the Shoranur-Cochin Survey.

U L L U R, is a desam (village) in Kuttanallur Amshum in Trichur Sub Division. Population, 1,981, and houses 352. The Amshum contains 9 villages, and the total population is 7,914, with 1,351 houses. It has got a very large Christian population and a rich church. It is situated at the 4th mile from Trichur. There are about 25 bazaars; all are small. At present the trade is to a limited extent, but it is gradually rising for importance both in the matter of population and trade. About 6 miles to the east, begins the forest area. There is no road straight to the forest. The traffic coming from Palghat, Pollachi Coimbatore, Udumalpet, Dharapuram etc. places turn at a place called Munnuthy, 2 miles east of Trichur, and pass on to Karoopadnah (a principal ferry) via Ullur. The distance from Ullur to Karoopadnah is about 16 miles. The statement on page 19 of the Survey Report shows the quantity of goods carried and the number of passengers travelled from north to south and vice versa for the year ending 31st March 1894.

The traffic from east, that is to be put into boats at Kokally, is taken straight on to Kokally via Trichur. It is the landing place of Trichur and is within the limits of the town (Trichur). It deals very much in paddy. Statement on page 89* shows the quantity of goods and the number of passengers travelling in both directions.

The paddy that is exported by water comes mainly from the Palghat Taluq.

The chief produce of the place is paddy, Cocoanuts are scarce, and there are more betelnuts than cocoanuts to be had in this place.

The inwards traffic are salt, iron, cloth (both Europe and country) and sundries from Trichur. All forest produce is at present taken to Trichur as there are no proper roads.

P U D U K A D, It is a village called Thoravankarai in Pudukad Amshum, with 18 other villages. The population and habitation of Thoravankarai are 2,083 and 834 respectively. The total population and habitation of the whole Amshum are 10,182 and 1,940 respec-

* 89

13 S.P

(April or May) and it lasts for 10 days and attracts a very l

distant places. The distance

14 S.P

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12 S.P

-ively. All the villages or hamlets are within a radius of 5 or 6 m around. There are about 20 bazaars in all. It is 8 miles from Trichur and 4 miles from Ollur, on roadway between Trichur and Chalakudy. It is on the bank of the river Kurumaly. There are no big merchants who trade largely. The products are paddy and cocoanuts. Gram of all sorts. seeds, betelnuts and pepper to a limited extent. All these are carried to Trichur and also to Vaniengolum (about 4 miles from Ottapalam station) 8 and 35 miles respectively, and in return, they get from Trichur cloth iron salt provisions sundries etc.

If a station is opened on the bank of the river, all the timber and bamboos that come from the Cochin Palapulli forest could be taken up at that station at present it is floated down the river to Ernakolam or Cochin for local sale or shipment etc.

The present products of Palapally (the same range) could be brought in carts either to Ollur or to Pudukad stations. There is a road at present up to the Palapulli plains which is at the foot of the hills about 6 miles from either of the two stations. The timber and bamboo traffic in the Kurumaly river could be done only during the monsoons viz. from June to October inclusive.

There are two tile manufacturing companies; large quantities of tiles are despatched to places in the interior by road and river.

ALUR. Firstly the spelling of the place is incorrect. It ought to be Alloor or Alur; the spelling given in the map attached to the Engineer's report is correct. Alur is a village situated in Palam Amshum, which contains 22 other villages. The population of Alur itself is 1,885 and houses 316, or with a total population of the whole Amshum is 24,224 and houses 4,306. Though it is a thickly populated part, it is an insignificant village. The importance of the station will be owing to its proximity to Irinjalacadu, a large and rising town, contain 889 houses with 52,117 people and a number of palaces besides a very large and important pagoda. It has also a weekly fair which attracts a good number on Wednesdays and Saturdays. It is the head-quarters of the Taluq of Mukundapuram. The present Eliah Rajah of Cochin lives there.

Annual festival is held in that pagoda in the month of Madam

(April or May) and it lasts for 10 days and attracts a very large number of people from different and distant places. The distance from Alur to Irinjalacadu is about 3 miles direct west. The produce of this place are the same as the other station (Pudukadu).

This will be the nearest station for the produce of the Koda-cherry forest. The distance from Alur to the foot of the Kodacherry hills is about 8 miles.

The present Rajah of Cochin has got a hill bungalow at the top of the hills which he occupies during the summer months viz March to June inclusive. The name of the place where the bungalow is built is Kanjarapalli towards the east. There is also a Kolamcra (a toll sub-office) at Kombanpara about 6 miles east of Alur and about 2 miles west of the palace.

P.2

S H A L A K U D I. There are two Shalakudis within a mile distance from each other, namely Paringam (west) Shalakudi and Kilakai (east) Shalakudi. The east Shalakudi is situated at the 19th mile on the road from Trichur. The proposed line passes through west Shalakudi. These two villages are situated in Kodassery Amshum. West Shalakudi contains 348 houses and 1,896 people, and the east Shalakudi contains 518 houses with a population of 2,995. The whole Amshum contains 13 villages with a total number of houses 3,581 and 19,823 people.

In its vicinity is a small Christian pettah terminated as usual by a church. It has a Kolagam (palace) of the Rajah of Cochin, a Police Station, Dispensary and about 80 bazaars, of which only 4 or 5 merchants are trading largely. The chief productions of the places are paddy to a large extent, gram, pepper, Gi seeds to a limited quantity, and these are carried to Trichur and Vaniengolum which are 19 and 44 miles respectively. In return they got iron, cloth chillies oil and sundries from those places.

The timber and bamboos of Kodacherry forest are brought through this river during the monsoon time.

There is also a road to the foot of the Kodacherry hills, about 8 miles north-east. There is no bridge to cross the river.

If the proposed line is opened the produce of the Kodacherry hills can be taken either at Alur or Shalakudi.

The 25 $\frac{3}{4}$ mile from Trichur or 155th mile from Trivandrum is
boundary for Cochin and Travancore. Now I had to travel in the Trav-
-more territory. At the 25th mile from Trichur, a Custom house is
-blished, where carts passing in both directions are examined and
collected as under:-

Timber,	8 annas per candy.
B. Nuts,	Rs. 6/4 per candy.
Pepper,	Rs. 5/ per candy.
Skins dry,	8 annas per 20 in number.

KODAKULANGARAI and ANGAMALI, These two vill-
-ges are situated on the road at the 27 $\frac{1}{2}$ and 28th miles respectively
from Trichur. The population of the two places is 2,097 and 3,191 res-
-pectively. I cannot give the number of houses for villages or
situated in the Travancore territory, as I was not furnished with any
such records etc. by the officials of that Government throughout that
line. There are about 30 bazaars of which about 15 are cloth merchants.
There is Travancore Government Unjil Office (Post Office) and Catholic
Churches. There are about 1,850 houses with about 5,800 native christ-
-ians, both Roman Catholics and Jacobites belonging to the church. This
account was taken by the Church authorities in 1896.

There is a Salt Depot belonging to the Travancore Government;
they get Bombay salt from Munambam which is 18 miles west from Angamal

About 200 bags of salt per mensem are consumed in the adjoinin
villages.

For each 6 or 7 miles such salt depots are opened for the con-
-venience of the public.

Productions of this place are paddy, gram, tenai, pepper. G.
seeds and fruits in season. Timber and bamboos from Malayatoor of
Cochin, Manjappara of Travancore hills, which commences about 8 miles
north-east are carried to Alwey and thence to Cochin. Alwey is about
7 miles south west from Angamalai on direct road.

Also some of the articles are carried to Mangalar and Parur,
which are 10 and 12 miles west by means of boats.

Inwards traffic are chillies, onions, oil, cloth sundries etc. are received from Trichur in large quantities and from Cochin in small.

C H E N G A L   F E R R Y is situated at 51st mile from Trichur. It is a small place of no importance but forest produces from Malayatoor hills, which is about 3 miles from Chengal Ferry. [illegible] river, which is the largest river in the Travancore territory, it splits from the Periyar project and runs to Alwey, where it again splits into two one towards the north running to Kodungaloor and falling into the sea, and the other towards the south west running to Ernakolam and falling into the Cochin harbour. Timber of all kinds are largely carried by means of rafts through the river to Ernakolam and Cochin during the rainy season only for local sale and shipment.

If a station is opened on the bank of Chengal Ferry, timber can be carried easily during the whole year, as I believe there will be sufficient water in the river between Chengal Ferry and the Malayatoor Depot.

P E R A M B A Y U R. is situated at the 55th mile from Trichur It is the head-quarters of the Koonnathoonad Taluq. This village is situated in the Perambayur Amshum, and the Amshum contains 7 villages. The village Perambayur contains 5,211 people. All these villages are situated within a radius of about 4 miles towards the east north and south and about a mile towards the west.

There is a 2nd class Magistrate's Court, Police Station Sub Registrar's office, Mission School, Government Vernacular School Travellers' Bungalow, Choultry and Travancore Government Unjil Office There are about 45 bazaars in all.

The production of this place and it suburbs are paddy grain G. seeds, B. nuts, pepper, ginger, skins dry, bones, and all forest produces from the Vengoor hills, which is about 7 miles east. Also articles of the above nature from Moovathupolay and Trikanyur about 12 miles south and 10 miles east are collected here and taken to Alwey and Cochin.

Merchants from Alwey Cochin and other places resort here on Shandy days viz. every Tuesday and Friday to purchase goods.

The inwards traffic is, cocoanuts, C. oil, cloth iron

16.S.P

chillies tobacco, sundries etc. and are received from Cochin. There is a Salt Depot at Vallam village which is about 1 1/2 mile north west of Perambayur. There is also a Customs House where they collect duty on timber pepper B. nuts etc.

Perambayur is the junction for four roads viz one to Alwey, 10 miles west, one to Trikanyur 10 miles east, one to Shalakudi 18 miles north, and one to Moovathoopalay 12 miles south which is the main road to Trivandrum, the capital of Travancore, 143 miles from Perambayur.

KEELAMAD. is situated at 43rd mile from Trichur with a population of 843. It is a very small and insignificant village situated very nearly two miles south east of Alwey.

It is, in my opinion from the point of view of the Traffic better to take the line from Perambayur to Edapalli via Alwey rather than it should run through Keelamad which is as already stated an important village away from important place and road; but I do not know whether this line via Alwey would be more or less costly and practicable from an En-
-gineering point of view.

EDDAPALLY. is 49 miles from Trichur and 5 miles from Ernakolam. It is the seat of a faudatory chief under the Travancore Maharajah. It has 5,340 people. The products are paddy coconuts in large quantities . As this is near Ernakolam, a big town, all things that are required by the people of this place are purchased at Ernakolam

ERNAKOLAM. This is to be the terminus and the most important station on the line. It is the seat of the Cochin Government. Ernakolam town itself contains 1,124 houses with 7,285 people. There are other important and populous villages near and around the town, the total population of which is 34,089 and houses 6,374. The Dewan holds his office there, and besides the Dewan's office there are the High Court, the District Court, the District Munsiff's Court, the District Magistrate's Court, the Tahsildar's office, the Police Superintendent's (European) office, the Salt and Abkari Superintendent's office, the Unjil Superin-
-tendent's office, the Registrar General's office, the Assistant Engineers office, the Chief Medical Officer's (European) office, the Post offices (both British and Cochin cirkars), the Travellers Bungalow and other minor offices. There is a second grade College managed by a European

Principal and assisted by a European Vice Principal. Besides this College, there are primary schools for boys and girls. There is a larg hospital. There is a European Superintendent of Jails. The Central of the Cochin State is located in this town where coir matsand other articles are turned out for sale by the convicts. There are palaces belonging to the Rajah and an important temple where annual festival is held for 8 days continuously in the month of Makaram (February).

There are four big Christian Churches and one or two Jewish and Mahomedan mosques. There is a grand Durbar Hall where the British Resi-dent pays his visits of state to the Rajah. There is a very large baza street in the northern part of the town where an enormous amount of tra is carried on.

The chief products are paddy and coccanuts, a great quantity of export trade is done in the shape of copray coccanut oil, and coir to England and other European and American countries. The reason why there are not other products is that the soil is most suited for the luxuria growth of coccanut trees which are the most valuable of the fruit tre in Southern India. Except paddy, coccanuts, b.nuts, pepper, and cocoa oil, all other articles for local consumption are brought from Palagha Coimbatore and other districts via Trichur or Karoopadana by means of carts and thence by boats to Ernakolam and Cochin. The statement on pa 91 will show the boat traffic leaving Ernacolam for south and north and that on page 92 will shew the boat traffic arriving at Ernakolam from south and north.

The importance of Ernakolam is increased to a very great exten by its proximity to other very important places such as Tripunithurai, Cochin, Balghutty and Malipuram of which I shall now speak.

Tripunithurai is the residence of the Rajah. It has a fort and many palatial buildings belonging to the Royal family. There is a larg pagoda where annual festival is held for 8 days continuously in the month of Vrichikam (November) which attracts large crowds of people from many parts. There is an Oottupporai (feeding choultry) here on large scale where all brahmans are fed twice a day gratis. There are minor Oottupporais on smaller scale along the line I have travelled. Th Native State being ruled over by an orthodox Hindu Royal family , the

It takes about 20 minutes to cross the back water and the stea ferry plys over it from 6 a.m. to 8. p.m.

Statements on pages 93 and 94 show the boat traffic leaving Matt chery for south and north and arriving at Mattanchery from south and nor

These are the latest figures regarding the boat traffic that I could get on enquiry I understand that no further statistics have been prepared by the Cochin Government.

The town of British Cochin is situated to the north of the Nativ Cochin. The circumference of this Cochin is 1 1/2 square miles and it about 17 hamlets. The habitation and population of the Cochin Municipal town are 2,570 and 17,601, of which 5,217 are traders. The total habitatio and population of the whole Municipality and its hamlets are 2,889 & 19 of which 5,934 are traders. There are 5 European firms who export and im-port largely on commission viz Messrs Aspinwall & Coy Messrs Volkart Bro Messrs John Grieve & Coy Messrs Peirce Leslie & Coy and Messrs George Brunton & Coy. There is also a native firm belonging to one R S Sreenivasa and Coy who deal largely in coir, cocoanut oil and different staples, The annual income tax collected from the merchants in the British Cochin is Rs 5,587/ for 1896-97. It has a fine harbour where a great deal of expor and import is carried on in the year except during the monsoon, when the trade is shifted to Malipuram, a port belonging to the Cochin State, about 4 miles north of the British Cochin. There is the office of a Deputy Col-lector and Sub Court, Sub Registrar, Sub Magistrate, Post Office, Assistant Superintendent of Sea Customs, Civil Surgeon, Inspector of Police, Municipal office, High School and the Madras Bank (branch)

The country products of Travancore and Cochin are carried by boats to Native Cochin as well as to British Cochin, and thence exported different ports both in India and foreign countries.

Also large quantities of rice from east-coast ports are brought to Cochin by steamers, ships and pathimars in fair season.

The annexed statement marked A will show the important articles exported from and the statement marked B the important articles imported into the port of British Cochin during the official year 1896-97. The above statements also show the weight and number of the articles and thei value.

near Maula, It is 4 miles west of it,

who is a feudatory to the Cochin Rajah. It has a Taluq office,

to the health many people from different and distant places
and make their stay in sheds erected on the sand banks.

This place is more thickly populated by native christians than
by any other castes. There are four churches belonging to the christians
The productions of this place is paddy to a very large extent, & [illegible]
ginger tamarind B. nuts, turmeric and cocoanuts to a limited extent
skins dry and horns are brought on market days for sale. Alwey river
has no bridge to cross and it is subject to heavy floods in rainy
season.

Alengod is on the north-western bank of the Alwey river. It is
an Amshum or head village for seven Hamlets, it has a total population
of 15,414.

The production of this place is the same as Alwey, with a
large cultivation of sugar cane. It is a very low country for 3 or 4
miles around inundated. There is a main road to Parur, which is about
9 miles north, also there is a road to Angamali, the land route to
Trichur. Angamali is 7 miles north-east to Alengod.

E Y E R U R. Is about 4 miles from Alwey north. It is an
Amshum of the same name. The total population of the whole Amshum
is 8,200. There are no offices except a village authorities. The pro-
-ducts are the same as Alengod. It is in a low level and generally
flooded in the rainy season. The Parur main road from Alengod passes
about 3 miles west of this village and no proper accessible roads or
tracks are available in these parts. A greater portion of this villa
consists of wet lands.

M A U L A. Is the next station or last place I should write
about . This is in the Native State of Cochin, and is about 7 miles
from Alur. It has got a small native christian bazaar street with a
small church and a small mosque. The population is 1,044 and houses
189 The place in itself is an unimportant one. All the produce of th
villages to the west of this place could be conveniently brought to
this station in boats, as Maula is connected with them by means of
back water and canal. Kodungalur (Cranganore) is an important pla
near Maula, It is 4 miles west of it, and is the seat of a Raja
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22 s.p

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22 s.p.

through this tract of country inundated by heavy showers.

(True Copy)

for Ag. Agent [illegible]

[illegible] Superintendent

22 s P

through this tract of country inundated by heavy showers.

(True Copy)

for Ag: Agent Travancore

Enc. No. TO E. R's C. No. OF 189
LETTER No.
FROM

23

Statement showing the weight and value of the important articles exported from the Port of Cochin during 1896-97. A

	Articles	Weight or Number	Out of India To Foreign Ports		In other Presidencies to British Ports		In the Presidency to British Ports		To Indian Ports not British	
			Weight	Value	Weight	Value	Weight	Value	Weight	Value
1	Coffee	cwts	278	20558	121	7596	315	29098	46	3395
2	Coir	"	180113	1912487	90,110	654115	5244	29107	38338	232,629
3	Cordage	"	6676	63291	46,310	298369	253	1419	7050	50489
4	Cotton Piece goods	yds	20	5	9942	1562	13,420	2585	"	"
5	Cocoanuts	No	"	"	175599	47,330	44450	1343	219053	6466
6	Copray	Cwts	2009	34871	8076	90,045	330	3360	249	3491
7	Rice	Mds	49,782	172,860	46,786	151,353	26,000	78,744	3260	10515
8	Cocoanut oil	Cwts	58338	1128895	167038	2857158	27011	451,850	37225	647714
9	Fresh oil	"	"	"	207	1542	267	1294	"	"
10	Salt Fish	"	1363	13,134	62	1250	"	"	12	120
11	Arecanuts	"	"	"	"	"	27	145	"	"
12	Pepper	"	1499	26,293	5489	82953	1053	17,806	380	6239
13	Cordamums	"	"	"	5	1010	"	"	"	"
14	Dried Ginger.	"	1153	31634	6235	144686	193	4377	601	13,016
15	Turmarric	"	327	1308	611	2645	542	2675	18	108
16	Jaggery	"	"	"	165	489	409	2352	"	"
17	Timber (woods)	Val	"	900	"	48,797	"	25,926	"	79,609

(Signed) F. D'Cruz
Asst Superintendent.

Sea Custom House
Cochin, 30th July 1897

24

B

Statement showing the important articles imported into the Port of Cochin during the year 1896-97.

	Articles	Weight or Number	From Foreign Ports out of India		From British Ports in other Presidencies		From British Ports within the Presidency		From Indian Ports not British	
			Weight	Value	Weight	Value	Weight	Value	Weight	Value
1	Apparel	Val	"	2645	"	22,564	"	2776	"	25
2	Coffee	cwts	"	"	"	"	60	2251	"	"
3	Cotton twist	Bls	118,790	73,777	718,005	292,947	1500	4895	"	"
4	Piece goods	yds	346,942	46,621	3 824,667	561,906	27,954	5095	"	"
5	Paddy	Mds	"	"	581,320	1,005,378	125,215	245,447	16401	36,696
6	Rice	"	"	"	215,949	599,869	289,073	836,744	61	227
7	Gunny bags	No	"	"	46,920	7439	4311	657	200	25
8	Ale, Beer, Porter	Gal	789	1957	2188	5788	"	"	16	48
9	Wines	"	1,408	8,733	1063	6249	13	130	249	1274
10	Spirits	"	3027	19,822	1612	16,923	82	907	2720	17,280
11	Brass	Cwts	9	785	319	12,159	1	40	"	"
12	Copper	"	138	6,130	1,323	56,834	80	3105	"	"
13	Iron	"	3388	26,457	13,645	80,367	271	1542	"	"
14	Seeds	"	33	3,112	10,307	74,315	5,985	41,299	2275	10,700
15	Silk	yds	"	"	5997	8140	"	"	"	"
16	Pepper	Cwts	"	"	"	"	239	3466	"	"
17	B. Nuts	lbs	47,054	2066	"	"	125,391	5,895	"	"
18	Ginger	"	"	"	448	100	1372	225	"	"
19	Sugar ref. or unref.	Cwts	8	137	1930	24551	8692	100830	156	2168
20	Tobacco of all kinds	lbs	210,177	22,672	29,172	6,701	5406	828	84	6
21	Woollen Piecegoods	yds	"	"	47,529	31,628	"	"	"	"

Sea Custom House }
Cochin, 30th July 1897 }

(Signed) J. D'Cruz
Asst. Superintendent

25

Statement showing the total value of Imports and Exports of the Port of Cochin for the Official Year 1896-97

C

		Amount in Rupees	
Imports	– Foreign goods passed free of duty from India Ports (out of India) - -	1,90,940	True
	Foreign dutiable goods that paid duty. (out of India) - - - - - - - -	2,91,929	
	Indian produce and manufactures imported Coastwise (India) -	47,70,074	
	Foreign produce not subject to duty (Duty paid) (India) - - -	16,31,642	
	Total Imports	6884585	
Exports	– Indian produce exported to foreign countries (out of India) - - -	52,00,186	
	Foreign produce exported to foreign countries (out of India) - - -	1,574	
	Indian produce exported to port in India (Coastwise) - - - -	79,65,136	
	Foreign produce exported to port in India (Coastwise) - - - -	35,678	
	Indian produce exported to foreign countries subject to duty (out of India)	131978	
	Total Exports	13334552	

Sea Custom House
Cochin 30th July 1897

Sd/ G. D'Cruz
Asst. Superintendent

25

Summary of Estimated receipts from
recorded traffic statistics printed on pages 91 to 99 of Survey report.

	Goods traffic at 10 pies per ton per Mile.					Passengers at 2 pies per Mile.			Total.
	Registration Station.	Direction & proportion taken	Tonnage	mileage	Amount Rs	Number	mileage	Amount Rs	Rupees.
A	Kokally	For South	12,777	73	48,601	18822	73	14312	62913
B	do	From South	9344	73	35526	28511	"	21,680	57206
C	Karupadanah	For South 3/4 proportion	3084	73	11724	139188	"	105841	117565
D	do	1/4 proportion for local	1028	50	2678	46396	50	24164	26842
E	do	From South 3/4 proportion	2688	73	10220	140559	73	106883	117,103
F	do	1/4 proportion for local	897	50	2,226	46853	50	24,402	26,738.
G	Ernakolum	From South	4,559	36	8,547	23,160	36	8,685	17,232
H	do	From North	3,422	36	6,416	17,432	36	6,537	12,953
I	Muttuncherry	For North 1/3 proportion	2,603	73	9,897	7,967	73	6059	15,956
J	do	From North 1/3 proportion	2,342	73	8900	7940	"	6038	14,938
K	Patticaud	on both 2/3 proportion	12,000	20	12,500	3,724	20	776	13276
L	Kokally	do	1,000	20	1,041	910	"	190	1231
		Total	55,744		1,58,386			3,25,567	4,83,953

Madras Railway Company

No. C.245 A&M
30123

Traffic Manager's Office
Central Station, Madras 9th August '97

The Ag. Agent & Manager
Rayapuram.

Dear Sir,

Shoranur-Cochin Survey

Your No. 9075/7237 of 13th ultimo.

As requested in your letter of the 13th ultimo, I beg to forward herewith a narrative report from the Traffic Canvasser of the proposed extension of line between Trichur and Cochin in a form similar to that upon the Shoranur-Trichur extension submitted with this Office letter No. C.245 A&M. dated the 5th March 1895.

2. This report, I fear, contains no detailed statistics which will enable an estimate of probable receipts to be framed for comparison with the estimate based upon receipts of the open S.W.L. of the Madras Railway shown on pages 67 and 68 of the Survey Report. The Traffic Canvasser has

MADRAS RAILWAY.

No.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

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has ascertained personally from the Dewan and the Resident that no actual statistics of the traffic now passing over the different routes traversed by the proposed line are in existence, and he has also been told that the special registers of traffic taken in the years 1893 and 1894 for purposes of the Railway survey and embodied in pages 90 to 99 of the Survey Report have not been continued in later years and that, therefore, it is impossible to give more up-to-date figures.

3. The following analysis of the statements above referred to may be taken as affording a rough estimate of the prospects of traffic in support of the conclusion given at the foot of page 67 of the Survey Report that the gross earnings of the proposed line may fairly be expected to reach a sum at least 50% in excess of the gross earnings of the Madras Railway over the section Podanur to Calicut.

4. The traffic recorded at Kokally (page 89 of the report) and at Carupadanah (page

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways.

No.

Dated 188

Recd.

(page 90) represents the goods and passengers which have come by carts from districts around Palghat and Coimbatore and have taken the back-water at those places for transport to Ernakolam. When the new line is opened, this may fairly be expected to travel by rail via Shoranur, and the whole of the traffic recorded may therefore be estimated as giving a lead of 73 miles over the new line.

5. Of the traffic recorded at Ernakolam on pages 91 and 92, that leaving Ernakolam for the north and arriving at Ernakolam from the north will travel over the new line for a greater or less distance and an average lead of half the length of the line may fairly be taken.

6. Of the traffic recorded at Muttencherry (page 93), a certain proportion has come down by back-water from stations between Tirur and Calicut and the country north of Calicut. This traffic will travel via Shoranur when the new line is opened, and a third of the total traffic recorded seems a moderate proportion to be assumed.

7. Of the traffic recorded at Pattikad toll-

MADRAS RAILWAY.

From The Agent and Manager,
M. R. Co.,

To The Consulting Engineer
for Railways.

Dated 188

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---

toll-gate and Kokally Bunder (page 97) 2/3 at least will travel between Trichur and Shoranur.

8. A summary of these figures is appended to this letter and they give a total of Rs 3,2,5,567 for passengers and Rs 1,58,386 for goods making a total of Rs 4,83,953. To these figures (judging from the Traffic Canvasser's experience of the proposed route) if a half is added for local traffic, it is probably well within the mark, making a total of Rs 7,2,5,929.

9. The above figures take no account of the export and import traffic of Cochin port which, however, will form a very valuable addition.

10. Attached to the Traffic Canvasser's report, are statements showing the total imports and exports into the port, but unfortunately no particulars are available of the ports of origin and destination to enable us to estimate the proportion which should go over the Madras Railway. It is known, however, that the great bulk of the grain is imported from the east coast ports, and the bulk of this should

MADRAS RAILWAY.

No.

From
The Agent and Manager,
M. R. Co.,

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The Consulting Engineer
for Railways.

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should be carried over the Madras Railway and over the new line when through Railway communication is established.

11. The quantity of paddy, rice and seeds from the presidency ports is 16,000 tons for 1896-97, and taking half of that as travelling over the Madras Railway, gives an additional receipt of Rs 25,000.

12. The other articles of import cannot be readily estimated, but it may safely be assumed that a large proportion of the Rs 47,79,000 worth of coast-wise imports during the last official year would be rail-borne, while the bulk of the 133 laks of Indian produce exported from the port of Cochin would also be carried over the Railway. This remark also applies to the port of Malipuram, the trade of which amounted to a further sum of 37 lakhs - vide Cochin Administration Report.

13. The recorded statistics of traffic printed in the Survey Report are stated by the Native State authorities themselves to be very incomplete, and there is little doubt that a large part of the

traffic

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways.

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traffic which actually passed the registering stations escaped registration. No account also has been taken of the timber traffic, a large portion of which now seeks the Railway at Shoranur and Pattambi and which will be very largely increased by the facilities for transport afforded by the new line; and from these sources together, it does not appear to be extravagant to expect the addition of the 2½ lakhs required to produce an estimated minimum return of over 4% on cost of the line.

14. With regard to the alternative routes between Shalakudi and Alwey, there seems little doubt that the opinion recorded by the Resident of Travancore and Cochin that the longer route via Chengal Ferry and Perambalur is the most advisable is correct. It would, however, be better to carry the line into Alwey rather than turn to the south at Keelamad, as otherwise the Railway will fail to tap all the water-borne traffic at Alwey.

Yours faithfully,
(Sd) D. Ross. Johnson.
Ag: Traffic Manager.

(True Copy)

R. Greenall

for Ag: Agent & Manager.

ENC. No. 1 TO E. R's. C. No. 3478 OF 1897
LETTER No. 766 d/ 11. 8 97
FROM Agt

S.P

(No. II.)
No. ~~9075~~ 766

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
Madras, 11th August. 1897.

From

The Actg: *Agent and Manager.*
Madras Railway.

To

The *Consulting Engineer for Railways.*
MADRAS.

SIR,

Flag A

With reference to your telegram dated 7th July 1897, I have the honor to enclose copy a letter from the Acting Traffic Manager and the report from the Traffic Canvasser referred to therein.

Taking the information and figures in paras. 8, 10, 11, 12 and 13 of the Ag: Traffic Manager's letter, the following result, based upon the calculation at page 67 of the Offg: Chief Engineer's report of 15th October 1895, is arrived at:—

	Rs	
Para 8. Passengers	325,567	Taken from statistics compiled by the Survey officers in 1874
Goods	158,386	
	483,953	
Add 50 % for local traffic	241,976	
	725,929	
Para 11.	25,000	— [illegible] to Presidency ports
	750,929	
Para 13.	250,000	— Bunder traffic
Miles 73	1000,929	

Receipts per mile 13,711

Taking

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

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4 SP

Taking the reduced estimate of the cost of the line at Rupees. 1,66,418 per mile, Rs. 13711 gives a return of 8. 24 per cent, but taking the working expenses at 50 per cent, the total anticipated nett return is 4.12 per cent .

It will be noticed that although considerable trouble has been taken to obtain further Statistics since the publication of those in 1895, embodied in the Offg: Chief Engineer's report, no additional figures from a more trustworthy source have been received and the estimate now formed of the probable return to be obtained for this extension may be taken as fairly reliable.

Kay H At page 88 of the Chief Engineer's report, it will be noticed that the population of the district to be served by the proposed extension is 800.36 per square mile. At page 503 of the Asylum Press Almanac the population of the Malabar District is 474 and the Coimbatore District under 300; therefore it is probable that the figures at page 84 of the Chief Engineer's report are under estimated.

I have the honor to be,
Sir,
Your most Obedient Servant,

Henry C Walsh

Ag: Agent and Manager.

C. No. 3478
Recd. 11/8/94

(No. 12.) 5,000—14-11-85.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

No.

Dated 188

Recd.

SM

The Agents calculations are based on the figures given on pp. 88 to 99 of the survey report of 1894-5, ~~and~~ which are the same as supplied by Resident Travancore & Cochin. The traffic canvassers report is very complete as far as a description of the country goes but is no use for purposes of estimating traffic. The whole thing is really guess-work but we may as well send a copy to India for information. A draft somewhat in the form suggested [illegible] might issue

FWF 11/8

Consulting Engineer's Current No. 3478

R. Form No. 12. Urgent

1

H. E. The Governor.

Though valuable time will be lost in sending this up to Ooty, I think it is a sufficiently important letter to make it right that Your Excellency should see it before issue.

F. J. S.
11/8/97

No. 555 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Simla

Ootacamund the 14th Augt. 1897.

Sir,

With refce. to your letter No. 1074 R.C. d 28/6/97 and in continuation of my telegram No. 2413 of 10th. inst. I am directed to forward copy of a letter× and enclosures received from Agent & Manr. Madras Ry. in which he estimates that the traffic which may be anticipated on the Shoranur-Cochin Ry. will give a return of 4.12 % on the capital cost of the line. The Agent's figures are based on the statistics given in pp. 88-95 of the report and estimate submitted in 1895

× No. 9075/766 d/ 11 Augt. 97

12/8/97

no later statistics being
available.

~~The Agent's~~ figures are of little
~~value~~

From the nature of the case it is exceedingly difficult to anticipate how much of the backwater traffic will come onto the railway, and although the anticipations of the Traffic Manager appear to be reasonable, the little reliance can be placed upon the figures submitted; they are accordingly forwarded for information only. and I am to express regret that nothing better is available at present.

F.W.J. 11/8/97

2.— Experience of the value of anticipation based upon statistics, collected before the construction of certain other Railways were commenced, makes this Government hesitate to appraise those now offered at any great value. Perhaps the strongest argument in favour of the probability of the Shoranur Cochin line proving a commercial success is the Madras Ry. Co's anxiety to construct and to work it, upon the new terms; an anxiety doubtless based on the expectation, arising from many years of familiarity with the neighbouring country and of its trade movement, that its successful working will enhance the value of their older property prior to its purchase by the State.

I have &

F.W.J.

12/8/97

Documents accompanying.

Letter from the Agent, M. Ry
No. 9075/766 dated 11/8/97
with enclosures

…atched on 14.8.97

0.555R of 14-8-97

D.R.R.

I have despatched the fair letter to India with enclosures under his signature as there was no time to be lost.

I have sent on the Traffic Canvasser's report as forwarded by A.M. in original as there was no time to get a copy made. It was a closely typed document of 13 pages. Will you please ask A.M. for another copy & put into case.

15/8/97

Telephone

From E.R.
To A.M.

Will you kindly furnish me with another copy of the report of the Traffic Canvasser on the prospects of traffic on the proposed Shoranur Cochin railway received with your letter No 766 of 11.8.97, the copy already received having been sent in original to India as there was no time to make another copy.

P.T.O

5,000—14-11-85.

ADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th August 1897.

The Ag: Agent and Manager.
Madras Railway Coy:

The Consulting Engineer for Railways.
Madras.

…erence to your telegram
…r, I have the honor to for-
…a tissue copy of the Traffic
…t on the prospect of traffic
…line from Shoranur to

I have the honor to be,
Sir
Your most Obedient Servt.
Henry C. West
Ag: Agent & Manager.

N. 555. R.

F.Ks
W/g Secy.
F.W.J.
31/8/97

Documents accompanying.

~~Receiv~~ed on 14.8.97

Letter from the Agent, M. Ry
No. 9075/766 dated 11/8/97
with enclosures

(No. 11.)

5,000—11-11-85.

No. 797 MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 11th August 1897.

From

The Ag: Agent and Manager.
Madras Railway Coy.

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to your telegram of yesterday's date, I have the honor to forward herewith a tissue copy of the Traffic Canvasser's report on the prospect of traffic on the proposed line from Shoranur to Cochin.

I have the honor to be,
Sir
Your most Obedient Servt.
Henry West
Ag: Agent & Manager.

Transferred to the Jt. Sec. P. W. D. Ry.
for disposal
F. Rs.
A/g Con. Eng.
30/8/97

Encl/one.

Filed with G. O. No. 555. R.
14th Aug 97
F. Rs
A/g Jt. Sec.

F. M.
30/8/97

Cir/8/8/97

No. 3610
Recd. 18/9/1897

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

Public Works (1897) Department.

CURRENT No. 8952

28

TPost

From The Govt. of India

Order Circulate, and then pass on to Con. Engr for disposal.

F.K.S.
A/g Jt. Sec.
8/9/97

H.E. the Governor and Hon Members will be interested in this. There is nothing to be done except for the Con. Engr to send it to the Agent Madras Ry. Co. for information & guidance.

F.K.S.
8/9/97

13.9.97

15/9/97

15/9/97

8/9/97

No. 1418 RC

Dated 31st August 1897
Received } 6-9-97
Registered }
Enclosures
Spare copies

SUBJECT.

Shoranur-Cochin Branc

Passing orders on Copy of Correspondence from the Agent and Manager M.Ry. Coy:, re: the financial prospects of the proposed —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

29P

No. 1419 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications should be addressed to the Secretary.

RECEIVED
6 SEP 1897
MADRAS

To

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

Simla, the 21st August 1897.

Sir,

I am directed to acknowledge the receipt of your letter No. 555 R., dated 14th August 1897, forwarding a copy of correspondence from the Agent and Manager, Madras Railway Company, regarding the financial prospects of the proposed Shoranur-Cochin Branch.

2. In reply I am to request that as soon as the realignment and revised estimates of cost of the Calicut-Cannanore Branch have been completed and the work of construction has been started, those for the Shoranur-Cochin Branch may be put in hand and the results submitted together with the best estimates of traffic that the Government of Madras can procure.

3. I am also to ask that an estimate of the cost of carrying out the final location of the Shoranur-Cochin Branch may be furnished for formal sanction before the work is put in hand.

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

G A Anderson
Under Secretary.

Documents accompanying:-
Nil.

S.A.

No. 694 R dated 20/9/97

(R.) Form No. 3.

A/-

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

A

30 P

READ the following

Letter ~~from~~ to the Govt: of India P.W. Deptt.	H.E. No: 24 B of 10th August 97
Letter to do with enclosures	... 555 R of 14th do
Letter from do	... 1418 R.C. of 31st do

Communicated to the Agent & Manager Madras Railway for information and guidance.

F.J.S.
R
17/9/97

To
The Consg. Engr. for Rys
" Agent & Man: M. Ry. Despatched 20/9/97
" Exd. Rys. Accts.

Telephone

Telephone

From 694R
The Agent & Manager
Madras Railway

A.R. 694R

The Mss copy of this E.O is stated to have been despd. to Hu on 20/9/27 but there is no entry in Ramanujulu's Stamp a/c book on that date. So, I am doubtful of the despatch & I suggest to ask of the H.Q. clerk of Hu's office if the E.O has been recd. if not we have to send a copy.

D.A.R. Please find out. If no copy has been sent please send one at once.
R.A.S.
3/10/27

Telephone

From R.K

To A.M

Please say if you have received a M.S.S copy of G.O. No. 694R d/ 20/9/97 re carrying out the ~~survey~~ final location of the Shoranur-Cochin line

5/10/97

Despd: 2/30 P.m. on 5/10/97

29/9/97