Public Works (1897) Department.

Print

G.O., No. 984.-85 R

DATED 15th Novr 1897.

Progs

100/4 [illegible]

[Despatch Abstract.]

Calicut-Cannanore Railway

Ordered that a copy of an estimate amounting to Rs 3,52,535 of probable expenditure on the construction of the — for the three months ending the 31st March 1898, be forwarded to the Govt. of India

Forwarding a copy of an estimate amounting to Rs 3,52,535 of probable expenditure on the construction of the — for the three months ending the 31st March 1898.

P.W. 38.
1,500—10-11-96.

Indexed. 17/11/97

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. 984 R., 15th November 1897.

NOVEMBER.

Calicut-Cannanore Railway

Ordered that a copy of an estimate, amounting to Rs. 3,52,585, of probable expenditure on the construction of the — for the three months ending the 31st March 1898, be forwarded to the Government of India.

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 Madras, 14th April 1897, No. 139 D.

Agent, Madras Railway, has received telegram from Board that they have accepted proposed terms for Calicut-Cannanore.

It may be convenient to you to learn early of this in view of coming Conference.

From the Officiating Deputy 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, 19th June 1897, No. 1046 R.C.

With reference to your telegram, No. 139 D., dated 14th April 1 97, I am directed to forward, for information, a copy of the despatches marginally noted on the subject of the construction of the Calicut-Cannanore branch of the Madras Railway, which has been agreed to by the Madras Railway Company and approved by the Secretary of State.

(1) From the Government of India to the Secretary of State, No. 3 Railway, dated 6th January 1897.
(2) From the Secretary of State, No. 42 Railway, dated 6th May 1897, and enclosures.

2. With a view to the location and commencement of work early next cold weather and the necessary allotment of funds, I am to request that the Government of India may be furnished at an early date with an estimate of the cost of final location and of expenditure on construction that may probably be undertaken during the current financial year 1897–98.

3. I am to add that this estimate is required for financial reasons, and that no work should be actually started till the sanction of the Government of India has been given and funds allotted.

ENCLOSURES.

Despatch from the Government of India, Public Works Department (Railway Construction), to the Right Hon'ble Her Majesty's Secretary of State for India, dated Calcutta, 6th January 1897, No. 3 Railway.

We have the honour to acknowledge the receipt of your Lordship's letter, No. 54 Railway, dated 2nd July 1896, asking to be placed in possession of our views as to the agency by which the undernoted railway projects can best be executed, viz. :—

Calicut-Cannanore. | Shoranur-Cochin. | Tinnevelly-Quilon.

2. In reply, we would observe that we are prepared to recommend for sanction the construction of the Calicut-Cannanore line by the Madras Railway Company, provided they accept the terms we now propose as detailed below. The other projects mentioned in your Lordship's despatch are being considered separately, and our views regarding them will be communicated later.

Public Works Department Proceedings, Railway Construction, December 1895, Nos. 336–370, Part A.

3. The estimates for the Calicut-Cannanore extension are recorded in our proceedings noted in the margin. It will be seen that as originally prepared they amounted to Rs. 1,06,43,767, giving a mileage rate of Rs. 1,80,310 on a length of 59 miles, but were reduced by the Madras Railway authorities to Rs. 90,70,611, or Rs. 1,53,739 per mile, and in reviewing the estimates the Consulting Engineer for Railways Madras, remarks that by adopting grades of 1 in 100 and curves of 1,146 feet radius, and by using in the first instance pyngado sleepers and 75-lb. flat-footed rails in place of cast-iron pot sleepers and bull-headed rails, the estimates should not exceed Rs. 1,05,000 per mile excluding rolling-stock. We do not think, however, that so great a reduction will be found practicable, but we are of opinion that a good, sound railway, sufficiently equipped with rolling-stock, could be constructed for about Rs. 1,25,000 per mile.

4. With a view of arriving at an estimate of the traffic prospects of the proposed line we have taken into consideration the earnings of the Madras Railway on the section between Podanur and Calicut. These for the year 1894 (which, so far as is known, was by no means an exceptional year) amounted to Rs. 8,400 per mile. It is generally accepted that the country between Calicut and Cannanore is much richer and more populous than that between Podanur and Calicut, and a heavier traffic may therefore be expected from it. The Madras Railway authorities are of opinion that the traffic between Calicut and Cannanore will be 50 per cent. in excess of that between Podanur and Calicut, and, if their view is correct, the financial results of constructing the railway may be estimated as follows :—

	RS.
Earnings per mile per year, Podanur-Calicut section	8,400
Add 50 per cent.	4,200
Total ...	12,600
Deduct 50 per cent. for working expenses	6,300
	6,300

a return of 4·1 per cent. on the higher estimate of Rs. 1,53,700 per mile and of over 5·0 per cent. on the lower estimate of Rs. 1,25,000 per mile, without taking into account the increased earnings of the main line owing to the construction of the branch.

On the other hand, if the earnings of the Calicut-Cannanore section were only equal to those of the Podanur-Calicut section, the net earnings of Rs. 4,200 per mile per annum would represent a return of 2·7 per cent. on the higher estimate of Rs. 1,53,700 per mile and of 3·4 per cent. on the lower estimate of Rs. 1,25,000, excluding increase in the earnings of the main line.

There is reason, however, to believe that this increase would be considerable. Assuming that the 59 miles of line from Calicut to Cannanore cost Rs. 80,00,000, and that only four extra wagon loads of traffic run each way per diem between the new extension and Madras and earn on the average three annas per wagon per mile, the extra earnings to the Madras Railway would be 2 × 4 wagons × $\frac{3}{16}$ Rs. × 413 miles × 365 days = Rs. 2,26,000, giving with 50 per cent. working expenses, net earnings to the amount of Rs. 1,13,000, or a return of 1·6 per cent. on the capital of Rs. 80 lakhs expended.

5. With regard to the terms on which the Calicut-Cannanore Railway should be constructed, referred to in paragraph 2 of this letter, we would suggest the following alternatives :—

(*a*) The line to be constructed and worked by the Madras Railway Company on behalf of a subsidiary Company to be got up by them on branch line terms.

(*b*) The line to be constructed out of special debentures to be raised by the Madras Railway Company; to have separate accounts made up at a proper rate of exchange; and any deficit upon its working to be made up, to the extent to which it will go, out of the surplus which becomes divisible upon the original contract between the Government and the Madras Railway Company, and any profits to form part of the surplus profits divisible between Government and the Madras Railway Company.

The branch, if constructed on either of these alternatives, to be considered as part of the Madras Railway so far as concerns the date on which the purchase of the parent line by the Government can be effected.

6. We would explain that the stipulation in alternative (*b*), *viz.*, that the accounts of the branch line should be made up at a proper rate of exchange, is put forward as we are of opinion that transactions in connection with extensions of the old Guaranteed Railways should not be subject to the rates obtaining on those lines under the existing contracts (the rate in the case of the Madras railways is 1*s.* 10*d.* the rupee), but that the outlay to be incurred in England for materials, &c., as well as the sterling payments of interest for entry against the rupee net earnings in calculating the amounts of surplus profits, should be converted at the market rate of exchange. If necessary, a special contract providing for this should be entered into with the companies. The matter has already been mentioned in connection with the extension now under consideration in paragraph 11 of our Railway despatch No. 76, dated 4th November 1896.

7. We request that the Madras Railway Company may be addressed in view to ascertaining which of the alternative methods for constructing the Calicut-Cannanore extension they will accept. In the meanwhile, we solicit your Lordship's provisional sanction to an estimate for the construction of the line amounting to Rs. 1,25,000 per mile for a length of 59 miles or a total of Rupees 73,75,000, and, if this is accorded and the early construction of the branch may be anticipated by the agency of the Madras Railway Company, revised plans and estimates will be prepared as speedily as possible.

Despatch from the Right Hon'ble Her Majesty's Secretary of State, to His Excellency the Right Hon'ble the Governor-General of India in Council, dated India Office, London, 6th May 1897, No. 42 Railway.

Construction by the Madras Railway Company of the Calicut-Cannanore Railway.—On receipt of your Excellency's Railway letter No. 3, dated the 6th January 1897, I caused a letter to be addressed to the Directors of the Madras Railway Company, stating the terms on which I was prepared to entrust to the Company the construction and working of the projected Calicut-Cannanore Railway.

2. These terms, which will be found stated in the correspondence* forwarded herewith, are based upon the conditions specified in paragraph 5 (*b*) of your letter under reply, the principal difference being that any profits that may result from the working of the extension will be divided between Government and the Company in the proportion of four-fifths to the former and one-fifth to the latter, instead of being divided equally under the existing contract as proposed in your letter.

* Letter to Company, dated, 17th March 1897.
,, from ,, ,, 9th April 1897.
,, to ,, ,, 4th May 1897.

3. It will be seen from the correspondence enclosed, that the terms proposed have been accepted by the Directors of the Company, and the necessary contract will accordingly be prepared by this office.

4. The Directors are of opinion that the extension can be constructed and equipped for about Rs. 1,25,000 a mile, giving a total of Rs. 73,75,000 for a length of 59 miles, and this sum may be provisionally accepted as the estimate for the line, pending the preparation of revised plans and estimates.

No. 1.

P.W. 134.

India Office,
17th March 1897.

Sir,

With reference to your letter of the 12th January 1897, I am directed to inform you that the Secretary of State for India has now received the views of the Government of India with regard to the construction of the projected Calicut-Cannanore Railway.

His Lordship is prepared to entrust the construction and working of the railway to the Madras Railway Company on the following terms:—

The extension to be part and parcel of the Company's undertaking, and to be purchased at the same time as the parent line; the extension to be made with moneys raised by the issue of guaranteed debentures, to which, however, and to the interest thereon, the "prescribed" rate of exchange, namely, the average rate obtained for bills drawn on India by the Secretary of State during the preceding half-year, and not the 1*s.* 10*d.* rate, shall apply; a separate capital account and a separate account of gross earnings of the extension to be kept; the net earnings to be the gross earnings less working expenses calculated at the average rate prevailing in each half-year over the entire system from time to time worked by the Madras Railway Company, and any excess of net earnings over the interest chargeable on the capital raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company and four-fifths that of the Government; and that, whenever the interest on the debentures shall not in any half-year be covered by the net earnings of the extension, any deficit shall be met as far as possible out of any surplus profits of the Madras Railway in that or the next succeeding half-year.

The Government of India are of opinion that the line can be constructed and sufficiently equipped with rolling-stock for about Rs. 1,25,000 per mile, or a total of Rs. 73,75,000 for a length of 59 miles, and His Lordship will give provisional sanction to this estimate, pending the preparation of revised plans and estimates, on hearing that the Directors of the Madras Railway Company are prepared to undertake the construction and working of the extension on the terms stated.

I am, &c.,
HORACE WALPOLE.

Julian Byrne, Esq., Secretary,
Madras Railway Company.

No. 2.

No. 8028.

Madras Railway Company,
61, New Broad Street, London, E.C.,
9th April 1897.

Sir,

I am directed to acknowledge the receipt of Sir Horace Walpole's letter, P.W. 134, dated 17th ultimo, and to state in reply that the Board of the Madras Railway Company are prepared to accept the terms upon which the Secretary of State proposes to entrust to this Company the construction and working of the projected Calicut-Cannanore Railway.

These terms are seriatim as follow:—

(1) The extension to be part and parcel of the Madras Railway Company's undertaking.
(2) The requisite capital to be raised by issue of guaranteed debentures.
(3) The rate of exchange applicable to the monies so raised, and to the interest thereon to be for any half-year the average rate obtained by the Secretary of State for bills drawn on India in the preceding half-year.
(4) A separate capital account and separate account of gross earnings to be kept. Working expenses to be calculated at the average rate prevailing in each half-year over the entire system from time to time worked by the Company.
(5) Any excess of net earnings over the interest chargeable on the capital *raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company, and four-fifths that of the Government.
(6) Whenever the interest on the debentures shall not in any half-year be covered by the net earnings of the extension, any deficit shall be met, as far as possible, out of any surplus profits of the Madras Railway in that or in the next succeeding half-year.

* Or expended.(?)

In all other respects, it is understood that the terms or conditions of the new agreement will be those of the contracts by which the present undertaking is governed, *e.g.*, the land required will be provided free of cost to the Company, &c., &c., and that an assurance will be given to the effect that apart from the special conditions now proposed, the extension will be subject to the existing contracts.

The Board think it probable that this extension can be built and equipped for about Rs. 1,25,000 a mile, and instructions will be sent to their Agent and Manager to prepare, as soon as instructed by the Government, revised plans and estimates framed as economically as is consistent with complete efficiency, with regard both to stability and traffic requirements.

The Board are advised by their Solicitors that they have power, without fresh legislation, to accept terms for the construction of a line of railway under a new agreement with the Secretary of State, which differ from those of the old contract with respect to rate of exchange. They conclude that the necessary form of contract or agreement will be furnished from the India Office.

A resolution of the shareholders authorising the acceptance by the Board of the terms offered by the Secretary of State for the construction and working of the extension will be taken at an Extraordinary General Meeting to be held after the next half-yearly Ordinary Meeting of the Company about the end of May.

I have, &c.,
JULIAN BYRNE,
Secretary.

The Under Secretary of State for India.

No. 3.

P.W. 660.

India Office,
4th May 1897.

Sir,

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 9th April 1897, No. 8208, stating that the Board of the Madras Railway Company are prepared to accept the terms upon which the Secretary of State proposes to entrust to the Company the construction and working of the projected Calicut-Cannanore Railway.

With reference to the third paragraph of your letter, I am to inform you that the Directors are right in assuming that, apart from the special conditions stated in my letter of the 17th March 1897, the proposed extension will be subject to the terms of the existing contracts.

A copy of your letter will be forwarded for the information of the Government of India, and the preparation of the necessary contract will be undertaken by this office.

I am, &c.,
HORACE WALPOLE.

Julian Byrne, Esq., Secretary,
Madras Railway Company.

Read again the following papers:—

G.O., No. 729 R., dated 24th September 1897.

Read the following letter from the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, Madras, dated 20th September 1897, No. 9075/A.-907:—

I have the honour to address you with reference to the order by the Government of India quoted in paragraph 2 of your letter No. 2943 of 11th instant, and to inform you that very serious delay and inconvenience will ensue if sanction to commence construction on the Calicut-Cannanore extension is withheld until fresh estimates based upon the revised alignments of certain portions have been submitted. It is further urged that no trustworthy investigation of the alternative alignment suggested north of Tellicherry can be carried out by the limited staff which can only be provided in the allotment of Rs. 15,000 which has been granted.

2. I enclose a copy of a letter from the Acting Chief Engineer in which he fully explains the grounds on which he considers it desirable that the estimates already submitted should be sanctioned, on the understanding that construction should be limited for the present to the portion from Calicut to Mahé only, and that no work should be commenced north of the 37th mile until the results of the survey for the suggested realignment have been submitted to, and approved of by, Government.

3. The permanent staff required for the extension can then be engaged; the investigation referred to above can be conducted simultaneously with the construction of the first 37 miles; and the fresh revised estimates could be submitted when the final alignment has been decided upon.

4. I venture to hope that this request will not be considered unreasonable, and I cannot too strongly support the Acting Chief Engineer's recommendation. As the matter is one of urgency I request that you will be so good as to refer the matter, if necessary, to the Government of India and kindly favour me with a reply by telegraph.

ENCLOSURE.

From the Acting Chief Engineer, Madras Railway, to the Acting Agent and Manager, dated Madras, 18th September 1897, No. 1384 C.

Calicut-Cannanore Extension.—With reference to your endorsement No. 9075 of 13th current on Consulting Engineer's No. 2943, dated 11th idem, I shall feel obliged if you will strongly protest against the orders issued by the Government of India as contained in paragraph 2 of the Consulting Engineer's letter and will apply for permission to be granted for the construction of the Calicut-Cannanore line to be proceeded with at once from Calicut to Mahé, a distance of 37 miles.

2. I desire to point out to you that when the Consulting Engineer for Railways inspected the proposed route of the Cannanore extension he approved of the alignment between Calicut and Mahé, the only alterations suggested being the shifting of the centre line at the 19th mile a few yards east of the position shown on plan in order to acquire suitable land for ballast pits and the introduction of two or three curves near Badagara in lieu of the straight as originally aligned so as to reduce the depths of three cuttings. I may say that from cross sections taken at the time the survey was made I have been able to revise the alignments on the plan at the latter places.

3. I fully concur with the Consulting Engineer in thinking that before any construction work is put in hand north of 37 miles it should be ascertained whether the line proposed by him to run through the neck between the two areas of land owned by the French and thence to Tellicherry is practicable, and I also think that the proposed alterations in alignment north of Tellicherry should be investigated and compared with the original survey.

4. I do not however see any reason for delaying the construction of the first 37 miles of the line until these resurveys of the northern portion of the line are completed, whilst many advantages are to be gained from putting both works in hand at the same time.

5. Under the orders issued by the Government of India, I am, in the first place, greatly hampered in obtaining staff as reliable and efficient Engineers will not take up the survey work for three months with the probable prospect of being thrown out of employment at the end of that period until such time as the revised estimates are sanctioned by Government and precisely the same difficulties apply to the subordinate staff.

6. Secondly, the whole of the working season of 1897-98 will be practically lost and no work of any importance will be commenced before October 1898, a delay of one year, as very little construction work can be carried on in Malabar during the continuance of the south-west monsoon.

7. Thirdly, the indents for permanent-way girders and other English materials and plant cannot be submitted pending the receipt of sanction from the Government of India, and in this connection I desire to call your attention to the fact that the Board in a recent letter has requested that the indents for this extension may be forwarded at once, the existing difficulties in the English labour market compelling contractors to demand considerably more than the usual time for delivery of materials contracted for.

8. Fourthly, until sanction of some description is received the Board cannot take steps to raise the capital required for the line.

9. I therefore suggest that the Government of India should sanction the estimates as already submitted, with the proviso that no construction beyond the 37th mile is to be proceeded with until such time as the resurveys required by the Consulting Engineer for Railways have been made and the alignment north of the 37th mile has been finally approved by Government.

10. With such a sanction I can at once make definite arrangements for the staff required for the line, the indents can be sent Home and the capital raised, the line from Calicut to Mahé can be staked out, and work proceeded with on that length immediately the transfer of lands required has been effected.

11. I shall be glad therefore if you will press Government to at once sanction the Calicut-Cannanore line on the conditions specified above.

Order—No. 729 R., dated 24th September 1897.

The Government of India will be addressed.

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

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, Simla, dated Ootacamund, 24th September 1897, No. 730 R.

In continuation of the correspondence on the subject of the Calicut-Cannanore Railway ending with my letter, No. 698 R., dated the 21st September 1897, I am directed to refer you to this Government's Consulting Engineer's inspection report which was sent to you with my No. 696 R., dated 21st September 1897, and also to the accompanying copy of a letter from the Agent of the Madras Railway Company, No. 9075/A-907, dated the 20th September 1897, enclosing a copy of a letter from his Chief Engineer who strongly urges that the preliminary estimate already submitted of the cost of the line, amounting to Rs. 82 lakhs, may be sanctioned on certain specified conditions.

2. It will be seen from a perusal of the Consulting Engineer's report that very little remains to be done in the way of realignment on the first 37 miles, not more indeed than would in ordinary course be done by the construction Engineers after the receipt of sanction to start work. It will be the business of this Government to scrutinise the proposed realignments on this length, and to ensure compliance with the Government of India's instructions regarding the stiffening of curves and grades if after further survey such should appear to be necessary, a thing very unlikely on this particular mileage. I am therefore directed by His Excellency the Governor in Council to strongly press for permission being given to the Company to make their arrangements on the understanding that the commencement of construction upon this particular section need not be delayed until the completion of the resurvey, realignment and revised estimate of the remainder of the line. This permission would of course

be conditional on the minor realignments referred to as being necessary by the Consulting Engineer being approved in due course by this Government or by the Government of India.

3. The chief arguments in favour of some sort of an estimate being preliminarily sanctioned are: first, that pending such sanction the Company cannot, it is understood, raise the necessary capital; second, that under the present unsettled condition the Company find it impossible to engage suitable staff even for the realignment. The men are not in the Company's service now, and it has been ascertained that they cannot be secured on the very unstable conditions which are all that it is now possible to offer them; and third, that the climate of Malabar is such that a year at least will certainly be lost in the opening of the line unless the Agent can at once secure his staff and get to work on the construction of part of the line and the survey of the remainder.

4. Such being the circumstance I am instructed by His Excellency the Governor in Council to express a hope that the Government of India may see their way to issue such orders as will place the Agent in a position to make early and suitable arrangements.

G.O., No. 912 R., dated 4th November 1897.

Read the following letter from the Officiating 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, 27th October 1897, No. 1781 R.C.:—

In continuation of the Government of India's telegram No. 1674 R.C., dated 9th October 1897, in which sanction was conveyed to the estimate amounting to Rupees 15,524 for the location of, and preparation of the land plans for, the Calicut-Cannanore branch of the Madras Railway, I am now directed to reply to the proposals submitted with your letter, No. 730 R., dated 24th September 1897, for the commencement of the work of construction on this branch.

2. You point out in that letter that the inspection report by the Consulting Engineer, Madras, submitted with your memorandum, No. 696 R., dated 21st September 1897, shows that very little remains to be done in the way of realignment on the first 37 miles of the line, and that it will be the business of the Government of Madras to scrutinize the proposed realignments on this length and to ensure compliance with the orders of the Government of India regarding the stiffening of curves and grades if after further survey such should appear necessary.

Permission is, therefore, asked to the Madras Railway Company making their arrangements on the understanding that the commencement of construction on this particular section need not be delayed until the completion of the realignment and of the revised estimate of the remainder of the line.

It is added that the chief arguments in favour of some sort of an estimate being preliminarily sanctioned are firstly, that pending such sanction the Company cannot raise the necessary capital; secondly, that under the present unsettled conditions the Company find it impossible to engage a suitable staff; and thirdly, that the climate of Malabar is such that a year will be lost in the opening of the line unless the Agent can at once secure his staff and get to work on the construction of part of the line and the resurvey of the remainder.

3. I am to say that after carefully considering the plans of this branch and the Consulting Engineer's inspection report, the Government of India agree that not much improvement is possible in the first 26 miles, but beyond that large reductions appear possible, especially between miles 26 and 32. This is borne out by paragraph 7 of the Consulting Engineer's inspection report, and also by paragraph 2 of the letter of the Chief Engineer, Madras Railway, No. 1384 C., dated 18th September 1897, to the Agent, the place Badagara mentioned in which is opposite the 29th mile.

4. (*a*) With regard to preliminary sanction to an estimate for this branch, I am to invite attention to the correspondence with the Secretary of State marginally quoted, a copy of which was forwarded under my letter, No. 1046 R.C., dated 19th June 1897.

Despatch from the Government of India to the Secretary of State, No. 3 Railway, dated 6th January 1897.
Despatch from the Secretary of State to the Government of India, No. 42 Railway, dated 6th May 1897.

(*b*) With despatch No. 3 Railway of 1897, the Government of India submitted to the Secretary of State the estimate amounting to Rs. 90,70,611 being at the rate of Rs. 1,53,739 per mile, but at the same time expressed the opinion that by adopting grades of 1 in 100 curves of 1,146 feet radius and by using 75-lb. steel flat-footed rails with wooden sleepers and providing only 15 cubic feet of ballast per foot run, a good, sound railway sufficiently equipped with rolling-stock could be provided for Rs. 73,75,000 being at the rate of Rs. 1,25,000 per mile.

(*c*) The above opinion was communicated to the Board of the Madras Railway Company by the Secretary of State, and the Board agreed that they thought that the branch could be built and equipped for Rs. 1,25,000 per mile and stated that instructions would be sent to the Agent to prepare revised plans and estimates as economically as possible consistent with complete efficiency. The Secretary of State accordingly approved of a sum of Rs. 73,75,000 (being at the rate of Rs. 1,25,000 per mile) being provisionally accepted as the estimate for this branch, pending the preparation of revised plans and estimates.

5. It will thus be seen that any delay in the Company's raising the capital is not due to the want of a preliminary sanction as both the Board and the Secretary of State have provisionally accepted the estimate of Rs. 73,75,000 pending the preparation of a revised estimate on the most economical lines possible consistent with efficiency, but that it is due to the fact that the agreement has not yet been finally signed and executed in England.

6. I am to say, therefore, that the Government of India will be prepared to favourably consider the question of work being put in hand upon the first 26 miles upon which only slight alterations in the alignment are required as soon as the agreement between the Secretary of State and the Company has been completed and the latter have raised the necessary funds and have approved of the commencement of construction. In the meantime I am to request that you will report what funds would be required in the current official year for expenditure in India on the project on the assumption that no delay will occur in carrying out these requirements.

7. The Government of India are, however, unable to agree to work being commenced on the remainder of the line beyond mile 26 until the revised plans and estimates, which have been called for by the Board and the Secretary of State, are ready. It is evident that the alignment near Mahé will require very careful consideration in order to secure the best alignment clear of the French Settlement.

Order—No. 912 R., dated 4th November 1897.

Copy, omitting paragraphs 1, 2 and 4 (*a*), forwarded to the Agent and Manager, Madras Railway, for information and guidance and for early reply to the enquiry made at the end of paragraph 6.

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

Read also the following paper :—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 11th November 1897, No. 9075/A-1041.

With reference to G.O., No. 912 R. of the 4th instant, I have the honour to forward herewith, for the information of Government, copy of an estimate of probable expenditure on the Calicut-Cannanore extension for the three months ending 31st March 1898. The Company's Chief Engineer explains that the figures given under the various sub-heads are merely approximate, as much depends upon the time the revenue authorities take to hand over the land and on this Company being able to bring together the staff requisite for the construction of the line.

ENCLOSURE.

ESTIMATE of probable expenditure on the Calicut-Cannanore extension for 1897–98.

		RS.
I.	Preliminary expenses	10,000
II.	Land	1,00,000
III.	Earthwork	1,00,000
IV.	Bridgework—	
	Large bridges for materials	50,000
	Minor bridges do.	50,000
VIII.	Stations and buildings (staff quarters)	10,000
XII.	General charges (Engineering Stores and Audit and Accounts)	32,585
	Total ...	3,52,585

MADRAS,
10th November 1897.

(Signed) H. C. WEST,
Chief Engineer.

ORDER—No. 984 R., dated 15th November 1897.

The Government of India will be addressed.

[Here enter No. 985 R., dated 15th November 1897.]

(True Extract.)

Under Secretary to Government,
Railway Branch.

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

Exd. A. F. Eccleston.

RAILWAY.

Government (1897) of Madras.

PUBLIC WORKS.

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

Letter, No. 985 R., 15th November 1897.

NOVEMBER.

Calicut-Cannanore Railway

Forwarding a copy of an estimate, amounting to Rs. 3,52,585, of probable expenditure on the construction of the — for the three months ending the 31st March 1898.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

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,

I am directed to acknowledge the receipt of your letter, No. 1781 R.C., dated the 27th October 1897, the essentials of which have been communicated to the Agent, Madras Railway.

I am now desired to enclose a copy of the Agent's reply, No. 9075/A.-1041, dated the 11th November 1897, with which is forwarded an estimate, amounting to Rupees 3,52,585, of his probable expenditure, if all conditions should prove favourable, before the end of March next. It is however considered rather doubtful whether he can spend within a lakh of this estimate unless the money should be immediately raised.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

Fort St. George,
15th November 1897.

Exd. A. F. Eccleston.

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 11th November 1897, No. 9075/A-1041.

With reference to G.O., No. 912 R. of the 4th instant, I have the honour to forward herewith, for the information of Government, copy of an estimate of probable expenditure on the Calicut-Cannanore extension for the three months ending 31st March 1898. The Company's Chief Engineer explains that the figures given under the various sub-heads are merely approximate, as much depends upon the time the revenue authorities take to hand over the land and on this Company being able to bring together the staff requisite for the construction of the line.

D.A.R

Have we received the Secretary of State's orders, referred to in para 2 if so these must be put up with these papers if a G.O. has issued thereon. –

9/5/98

A.K. Yes. These papers shd be kept with the original of G.O. 984 R d/ 15.11.97 which is at Madras vide India letter 1046 RC d/ 19.6.97 printed therein.

Give me this
again Vel/

Please say how this the paper is put away in the R Records. It bears no R disposal no. & it is not known where it shd be put in R records.

AR

[illegible] Jal 27

[illegible]

1.5.14

granted.

SERIAL No. 4

Public Works (1897) Department.

CURRENT No. 1094

Order Sub A.S.H 5.2.97

Circulated for information to
H.E. the Governor
Hon: Mr H. W. Bliss C.I.E.
Hon Mr J. Grose C.I.S.

CMS. 2/2/97
G.R.

H.W. 9/2/97.

J.G. 12/2/97

No 606 d/ 16. 2. 97.

Copy forwarded to the Agent & Manager Madras Ry for information with reference to his letter No. 9075/1010 d/ 13 Nov. 96.

H.H. 13/2/97
for E.R.

Despatched on 16. 2. 97

H.E. 3.2.97 R. 6.2.97 Mad 8.2.97 R/12.2.97

From The Govt of India P.W.D.

No. 164 R.C.

Dated 27th January 1897
Received 1. 2. 97
Enclosures
Spare copies

SUBJECT.

Calicut-Cannanore Branch of the M. Ry:

Stating that the Secy: of State has been addressed on the subject of the construction of the proposed — and his orders are awaited.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

All communications should be addressed to the Secretary.

No. 164 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 27th January 1897.

Sir,

I am directed to acknowledge the receipt of your letter No.1028 R., dated 9th December 1896, forwarding a revised estimate of the cost of the proposed Calicut-Cannanore branch as compiled by the Chief Engineer, Madras railway, together with a note thereon by the Consulting Engineer for Railways, Madras.

2. In reply I am to inform you that the Government of India have addressed the Secretary of State for India on the subject of the construction of this Branch and that His Lordship's orders are awaited.

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

G A Anderson
Under Secretary.

Documents accompanying:-
Nil.

S.A.

Print

Telegram from the Offg: Jt. Secy: to the Govt: of Madras, Public Works Department, Railway Branch to the Secy: to the Govt: of India, P.W. Depts, Simla, dated Madras 16th April 1897, No 139 D.-

Agent Madras Railway has received telegram from Board that they have accepted proposed terms for Calicut-Cannan

It may be convenient to you to learn early of this in view of coming Conference.

Public Works (1897) Department.

CURRENT No. 6148

O Pabody

Ord

From Govt. of India

Order Circulated to

H.E. the Governor

The Hon Sir H. Bliss, K.C.I.E.

" " Mr. Grose, C.I.E.

The necessary correspondence with Agent will be carried on now by "the Consulting Engineer" (not by Jt. Sec. P.W.D. Rys) until things are ripe for an "Order" of Government. Meanwhile H.E. and Hon Members will be interested to see that everything is moving forward smoothly for the Cannanore extension.

F.W.S.
28/6/97

Read with satisfaction.
A.H.H
30.6.97

HB
2/7/97

JG
3/7/97

O.F. 238
[illegible] 12/3/7/97
28/6/97

No. 1046 R.C

Dated 19th June 1897.

Received 24.6.97

Registered —

Enclosures 2

Spare copies

SUBJECT.

Calicut - Cannanore Branch of the M. Ry. Requesting to be furnished with an Estimate of the cost of final location & of Expenditure on the construction of —

File. SM. will have discussed details with AM on his late visit
HH 7/7/97

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Copy.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

HER MAJESTY'S SECRETARY OF STATE
FOR INDIA.

No. 3 Railway.

Dated Calcutta, the 6th January 1897.

Received

MADRAS RAILWAY—CALICUT-CANNANORE EXTENSION.

Construction by the agency of the Madras Railway Company.

G. I. C. P. O.—No. 956 P. W. D.—6-1-96—30.—J.N.D.

Print

3 S. P

No. 3 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 6th January 1897.

MY LORD,

We have the honour to acknowledge the receipt of your Lordship's letter No. 54 Railway, dated 2nd July 1896, asking to be placed in possession of our views as to the agency by which the undernoted railway projects can best be executed, *viz.* :—

Calicut-Cannanore.
Shoranur-Cochin.
Tinnevelly-Quilon.

2. In reply, we would observe that we are prepared to recommend for sanction the construction of the Calicut-Cannanore line by the Madras Railway Company, provided they accept the terms we now propose, as detailed below. The other projects mentioned in your Lordship's despatch are being considered separately, and our views regarding them will be communicated later.

3. The estimates for the Calicut-Cannanore extension are recorded in our proceedings noted in the margin. It will be seen that as originally prepared they amounted to Rs. 1,06,43,767, giving a mileage rate of Rs. 1,80,310 on a length of 59 miles, but were reduced by the Madras Railway authorities to Rs. 90,70,611, or Rs 1,53,739 per mile, and in reviewing the estimates the Consulting Engineer for Railways, Madras, remarks that by adopting grades of 1 in 100 and curves of 1,146 feet radius, and by using in the first instance pyngado sleepers and 75-lb flat-footed rails in place of cast-iron pot sleepers and bull-headed rails, the estimates should not exceed Rs. 1,05,000 per mile excluding rolling-stock. We do not think, however, that so great a reduction will be found practicable, but we are of opinion that a good, sound railway, sufficiently equipped with rolling-stock, could be constructed for about Rs. 1,25,000 per mile.

Public Works Department Proceedings, Railway Construction, December 1895, Nos. 336—370, Part A.

4. With a view of arriving at an estimate of the traffic prospects of the proposed line we have taken into consideration the earnings of the Madras railway on the section between Podanur and Calicut. These for the year 1894 (which, so far as is known, was by no means an exceptional year) amounted to Rs. 8,400 per mile. It is generally accepted that the country between Calicut and Cannanore is much richer and more populous than that beween Podanur and Calicut, and a heavier traffic may therefore be expected from it. The Madras railway authorities are of opinion that the traffic between Calicut and Cannanore will be 50 per cent. in excess of that between

Podanur and Calicut, and, if their view is correct, the financial results of constructing the railway may be estimated as follows :—

		Rs.
Earnings per mile per year, Podanur-Calicut section	.	8,400
Add 50 per cent.	.	4,200
	TOTAL .	12,600
Deduct 50 per cent. for working expenses	.	6,300
		6,300

a return of 4·1 per cent. on the higher estimate of Rs. 1,53,700 per mile and of over 5·0 per cent. on the lower estimate of Rs. 1,25,000 per mile, without taking into account the increased earnings of the main line owing to the construction of the branch.

On the other hand, if the earnings of the Calicut-Cannanore section were only equal to those of the Podanur-Calicut section, the net earnings of Rs 4,200 per mile per annum would represent a return of 2·7 per cent. on the higher estimate of Rs. 1,53,700 per mile and of 3·4 per cent. on the lower estimate of Rs. 1,25,000, excluding increase in the earnings of the main line.

There is reason, however, to believe that this increase would be considerable. Assuming that the 59 miles of line from Calicut to Cannanore cost Rs. 80,00,000, and that only four extra wagon loads of traffic run each way per diem between the new extension and Madras, and earn on the average three annas per wagon per mile, the extra earnings to the Madras railway would be 2 × 4 wagons × $\frac{3}{16}$ Rs. × 413 miles × 365 days = Rs. 2,26,000, giving with 50 per cent. working expenses, net earnings to the amount of Rs. 1,13,000, or a return of 1·6 per cent. on the capital of Rs. 80 lakhs expended.

5. With regard to the terms on which the Calicut-Cannanore railway should be constructed, referred to in paragraph 2 of this letter, we would suggest the following alternatives :—

(*a*) The line to be constructed and worked by the Madras Railway Company on behalf of a subsidiary Company to be got up by them on branch line terms.

(*b*) The line to be constructed out of special debentures to be raised by the Madras Railway Company ; to have separate accounts made up at a proper rate of exchange ; and any deficit upon its working to be made up, to the extent to which it will go, out of the surplus which becomes divisible upon the original contract between the Government and the Madras Railway Company, and any profits to form part of the surplus profits divisible between Government and the Madras Railway Company.

The branch, if constructed on either of these alternatives, to be considered as part of the Madras railway so far as concerns the date on which the purchase of the parent line by the Government can be effected.

6. We would explain that the stipulation in alternative (*b*), *viz.*, that the accounts of the branch line should be made up at a proper rate of exchange, is put forward as we are of opinion that transactions in connection with extensions of the old Guaranteed railways should not be subject to the rates obtaining on those lines under the existing contracts (the rate in the case of the Madras railways is 1*s.* 10*d.* the rupee), but that the outlay to be incurred in England for materials, etc., as well as the sterling payments of interest for entry against the rupee net earnings in calculating the amounts of surplus profits, should be converted at the market rate of exchange. If necessary a special contract providing for this should be entered into with the Companies. The matter has already been mentioned in connection with the extension now under consideration in paragraph 11 of our Railway despatch No. 76, dated 4th November 1896.

7. We request that the Madras Railway Company may be addressed in view to ascertaining which of the alternative methods for constructing the Calicut-Cannanore extension they will accept. In the meanwhile we solicit your Lordship's provisional sanction to an estimate for the construction of the line amounting to Rs. 1,25,000 per mile for a length of 59 miles or a total of Rs 73,75,000, and, if this is accorded and the early construction of the branch may be anticipated by the agency of the Madras Railway Company, revised plans and estimates will be prepared as speedily as possible.

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.

Documents accompanying.

Nil.

Ow 3.1
6008/57

Print

ENCLOSURES.

No. 1.

P.W. 134.
India Office,
17th March 1897.

Sir,

With reference to your letter of the 12th January 1897, I am directed to inform you that the Secretary of State for India has now received the views of the Government of India with regard to the construction of the projected Calicut-Cannanore Railway.

His Lordship is prepared to entrust the construction and working of the railway to the Madras Railway Company on the following terms:—The extension to be part and parcel of the Company's undertaking, and to be purchased at the same time as the parent line; the extension to be made with moneys raised by the issue of guaranteed debentures, to which, however, and to the interest thereon, the "prescribed" rate of exchange, namely, the average rate obtained for bills drawn on India by the Secretary of State during the preceding half-year, and not the 1*s.* 10*d.* rate, shall apply; a separate capital account and a separate account of gross earnings of the extension to be kept; the net earnings to be the gross earnings less working expenses calculated at the average rate prevailing in each half-year over the entire system from time to time worked by the Madras Railway Company, and any excess of net earnings over the interest chargeable on the capital raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company and four-fifths that of the Government; and that, whenever the interest on the debentures shall not in any half-year be covered by the net earnings of the extension, any deficit shall be met as far as possible out of any surplus profits of the Madras Railway in that or the next succeeding half-year.

The Government of India are of opinion that the line can be constructed and sufficiently equipped with rolling-stock for about Rs. 1,25,000 per mile, or a total of Rs. 73,75,000 for a length of 59 miles, and His Lordship will give provisional sanction to this estimate, pending the preparation of revised plans and estimates, on hearing that the Directors of the Madras Railway Company are prepared to undertake the construction and working of the extension on the terms stated.

I am, &c.,
HORACE WALPOLE.

Julian Byrne, Esq., Secretary,
Madras Railway Company.

No. 2.

No. 8028.
Madras Railway Company,
61, New Broad Street, London, E.C.,
9th April 1897.

Sir,

I am directed to acknowledge the receipt of Sir Horace Walpole's letter P. W. 134, dated 17th ultimo, and to state in reply that the Board of the Madras Railway Company are prepared to accept the terms upon which the Secretary of State proposes to entrust to this Company the construction and working of the projected Calicut-Cannanore Railway.

These terms are seriatim as follow:—

(1.) The extension to be part and parcel of the Madras Railway Company's undertaking.

(2.) The requisite capital to be raised by issue of guaranteed debentures.

(3.) The rate of exchange applicable to the monies so raised, and to the interest thereon to be for any half-year the average rate obtained by the Secretary of State for bills drawn on India in the preceding half-year.

(4.) A separate capital account and separate account of gross earnings to be kept. Working expenses to be calculated at the average rate prevailing in each half-year over the entire system from time to time worked by the Company.

(5.) Any excess of net earnings over the interest chargeable on the capital *raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company, and four-fifths that of the Government.

* Or expended.(?)

(6.) Whenever the interest on the debentures shall not in any half-year be covered by the net earnings of the extension, any deficit shall be met, as far as possible, out of any surplus profits of the Madras Railway in that or in the next succeeding half-year.

In all other respects, it is understood that the terms or conditions of the new agreement will be those of the contracts by which the present undertaking is governed, *e.g.*, the land required will be provided free of cost to the Company, &c., &c., and that an assurance will be given to the effect that, apart from the special conditions now proposed, the extension will be subject to the existing contracts.

The Board think it probable that this extension can be built and equipped for about Rs. 1,25,000 a mile, and instructions will be sent to their Agent and Manager to prepare, as soon as instructed by the Government, revised plans and estimates framed as economically as is consistent with complete efficiency, with regard both to stability and traffic requirements.

The Board are advised by their Solicitors that they have power, without fresh legislation, to accept terms, for the construction of a line of railway under a new agreement with the Secretary of State, which differ from those of the old contract with respect to rate of exchange. They conclude that the necessary form of contract or agreement will be furnished from the India Office.

A resolution of the shareholders authorising the acceptance by the Board of the terms offered by the Secretary of State for the construction and working of the extension will be taken at an Extraordinary General Meeting to be held after the next half-yearly Ordinary Meeting of the Company about the end of May.

I have, &c.,
Julian Byrne, Secretary.

The Under Secretary of State
for India.

No. 3.

P. W. 660.
India Office,
4th May 1897.

Sir,

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 9th April 1897, No. 8208, stating that the Board of the Madras Railway Company are prepared to accept the terms upon which the Secretary of State proposes to entrust to the Company the construction and working of the projected Calicut-Cannanore Railway.

With reference to the third paragraph of your letter, I am to inform you that the Directors are right in assuming that, apart from the special conditions stated in my letter of the 17th March 1897, the proposed extension will be subject to the terms of the existing contracts.

A copy of your letter will be forwarded for the information of the Government of India, and the preparation of the necessary contract will be undertaken by this Office.

I am, &c.,
Horace Walpole.

Julian Bryne, Esq., Secretary,
Madras Railway Company

No. 2.

Railway,
6th May 1897.

Copy
Letter to the Govt. of India,
No. 42, and enclosures

OW.E.2
6148/57

5489 Re

436

Print

5 S.P

India Office,
London, 6th May 1897.

Railway,
No. 42.

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

Construction by the Madras Railway Company of the Calicut-Cannanore Railway.

My Lord,

On receipt of your Excellency's Railway Letter, No. 3, dated the 6th January 1897, I caused a letter to be addressed to the Directors of the Madras Railway Company, stating the terms on which I was prepared to entrust to the Company the construction and working of the projected Calicut-Cannanore Railway.

2. These terms, which will be found stated in the correspondence* forwarded herewith, are based upon the conditions specified in paragraph 5 (*b*) of your letter under reply, the principal difference being that any profits that may result from the working of the extension will be divided between Government and the Company in the proportion of four-fifths to the former and one-fifth to the latter, instead of being divided equally under the existing contract as proposed in your letter.

3. It will be seen from the correspondence enclosed, that the terms proposed have been accepted by the Directors of the Company, and the necessary contract will accordingly be prepared by this Office.

4. The Directors are of opinion that the extension can be constructed and equipped for about Rs. 1,25,000 a mile, giving a total of Rs. 73,75,000 for a length of 59 miles, and this sum may be provisionally accepted as the estimate for the line, pending the preparation of revised plans and estimates.

I have the honour to be,
My Lord,
Your Lordship's most obedient humble Servant,
(Signed) George Hamilton.

---

* Letter to Company, dated 17th March 1897.
Ditto from ditto, dated 9th April 1897.
Ditto to ditto, dated 4th May 1897.

5334. I. 706 A

3.

Print

Early

2 P

All communications should be addressed to the Secretary.

No. 1046 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 19th June 1897.

Sir,

R
CWM 24/6 x May J

With reference to your telegram No. 139 D., dated 14th April 1897, I am directed to forward, for information, a copy of the Despatches marginally noted on the subject of the construction of the Calicut-Cannanore Branch of the Madras Railway, which has been agreed to by the Madras Railway Company and approved by the Secretary of State.

(1) From the Government of India to the Secretary of State, No. 3 Railway dated 6th January 1897.

(2) From the Secretary of State No. 42 Railway dated 6th May 1897 and enclosures.

2. With a view to the location and commencement of work early next cold weather and the necessary allotment of funds, I am to request that the Government of India may be furnished at an early date with an estimate of the cost of final location and of expenditure on construction that may probably be undertaken during the current financial year, 1897-98.

3. I am to add that this estimate is required for financial reasons and that no work should be actually started till the sanction of the Government of India has been

Wire A.M. from Con. Engr. India calls for early estimate for final location survey Calicut Cannanore. and also estimate of construction expenditure current financial year. F.G.
I have written telegram
FWS
26/6/97

After wire send copy of letter to A.M. for I.G.
FWS 26/6

EM
Sec State para 4 seems to contemplate an existing ~~new~~ survey and Board letter to Sec State also: whereas the instructions given by Board to Agent are very different. In forwarding India's letter to Agt. he should be told to frame his Est for final location on the assumption that the whole line will be re-surveyed)
26/6/97

en given and funds allotted.

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

F. R. Upcott

Offg. ~~Deputy~~ Secretary.

cuments accompanying:-

Copy of Despatches marginally noted.

LW

File in the Cannanore ca
MI

MADRAS RAILWAY COMPANY

Private

Madras
18th Sept. 1897

This was shown to H.E. who ordered that India should be addressed in strong terms.
FRS
20/9/97

Not to print
[illegible]

My dear Spring

We are dreadfully hampered in every direction in making a proper start with the Calicut–Cannanore extension owing to that last G.O. from India limiting the expenditure of the allotment of Rs. 15,000 to the entertainment of subordinate staff only for the survey of those portions which you have suggested as capable of improvement in alignment. These improvements, even when they are established, will make very little difference I feel sure, in the 'total' estimate of the project as already submitted. & it appears to me it would be a thousand pities to lose another working season, which we must do if sanction to commence construction is withheld until the report & plans &c. for these re-alignments

Stoney has been over alignments with Storage
I forgot to tell you this.

are submitted.

I wish to urge the importance of the following points:—

First, we want a first class competent Executive Engineer to investigate & put on paper the relative merits of the present & alternative routes, if we are to have a trustworthy report— I have no Engineer on the open line staff to spare, & I am powerless to engage really good men whose services are available, & if I do not secure them the instant I find them I shall lose them.

Take for instance Digby,

with whom I've been in tele-
graphic communication.
He says he is free and
could join at once – & asks
to know our terms as to
leave, termination of appt.,
probable duration of appt.,
& if he will get Exchange
Compensation allowance.
This last I've told him
Govt. disallow to our "tem-
porary" men, but if he draws
it now I would apply
for sanction for its con-
tinuance –

There is a good chance
but I cannot engage him,
& what is worse I cannot
tell him how long he must
wait before I can offer
him the post – ~~This~~ applies

MADRAS RAILWAY COMPANY

to Asst. Engr. also –

Next, all our indents
for Perm. way, ironwork
for bridges &c. which are
are all prepared, are
hung up, & will be delayed
in consequence, as our
Board want a lot of time
to invite tenders &c – Then
we want to order all the
bricks for well foundations
which ought to be started
(wherever the alignment is
approved) as soon as
practicable.

Next, the land will
take some time to hand
over – & this surely ought
to be undertaken at once
for the first portion

on which the alignment meets with your approval.

Next, I fear that, until formal sanction is accorded by India, & the Secretary of State advised, the Board will be prevented from raising the new Capital.

Lastly, as I said before, we shall lose the forth-coming working season, for the S.W. Monsoon breaks in June, & work is virtually stopped for 3 to 4 months after that

For all these reasons I venture to hope you will induce the Govt. of India to accede to the following reasonable request, viz: to accord sanction to the Estimates for the whole project as already submitted with the proviso that no construction shall be commenced on those miles which you have noted as capable of improvements in alignment, but that construction may go on from Calicut up to Mahé; & the final revised estimate to Baliapatam to follow.

Of course I shall have urged all this in vain if no funds are available for it is clear that until been given and funds allo

I have

Your

Documents accompanying:-

Copy of Despatches

8

the Board raise the new Capital, the Govt. will advance funds to meet what I have proposed.

I shall feel extremely obliged if you can see your way to assist me in carrying out this proposal. I am writing to you officially in this strain on Monday - & hope you will pardon this lengthy private letter from

Yours sincerely

Henry C. West

P.S. Please reply early & let me know what I may hope for -

HCW.

---

11. S. P

No.C/ 1384. Print

Madras Railway Company .
Chief Engineer's Office,
Madras. 18th September 1897.

The Ag: Agent and Manager,

Dear Sir,

Calicut- Cannanore Extension.

With reference to your endorsement No.9075 of 13th current ~~on~~ on Consulting Engineer's No.2943 dated 11th idem, I shall feel oblig if you will strongly protest against the orders issued by the Govern-ment of India as contained in para 2 of the Consulting Engineer's letter and will apply for permission to be granted for the construction of the Calicut- Cannanore line to be proceeded with at once fro Calicut to Mahé, a distance of 37 miles.

2. I desire to point out to you that when the Consulting Engineer for Railways inspected the proposed route of the Cannanore Extension he approved of the alignment between Calicut and Mahé, the only alterations suggested being the shifting of the centre line at the 19th mile a few yards East of the position shewn on plan in order to acquire suitable land for Ballast pits and the introduction of two on three curves near Badagara in lieu of the straight as originally aligned so as to reduce the depths of three cuttings. I may say that from cross sections taken at the time the survey was made I have been able to revise the alignments on the plan at the latter places.

3. I fully concur with the Consulting Engineer in thinking

that

(No. 12.)

5,000-15-3-88.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

---

that before any construction work is put in hand North of 37 miles it should be ascertained whether the line proposed by him to run through the neck between the two areas of land owned by the French and thence to Tellicherry is practicable, and I also think that the proposed alterations in alignment North of Tellicherry should be investigated and compared with the original survey.

4. I do not however see any reason for delaying the construction of the first 37 miles of the line until these resurveys of the Northern portion of the line are completed, whilst many advantages are to be gained from putting both works in hand at the same time.

5. Under the orders issued by the Government of India, I am in the first place, greatly hampered in obtaining staff as reliable and efficient Engineers will not take up the survey work for three months with the probable prospect of being thrown out of employment at the end of that period until such time as the revised estimates are sanctioned by Government and precisely the same difficulties apply to the subordinate staff.

6. Secondly, the whole of the working season of 1897-98 will be practically lost and no work of any importance will be commenced before October 1898, a delay of one year, as very little construction work can be carried on in Malabar during the continuance of the South West Monsoon.

7. Thirdly, the indents for Permanent way girders and

(No. 12.)

5,000-15-3-88.

MADRAS RAILWAY.

From
The Agent and Manager

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

---

other English materials and plant cannot be submitted pending the receipt of sanction from the Government of India, and in this connection I desire to call your attention to the fact that the Board in a recent letter has requested that the indents for this Extension may be forwarded at once, the existing difficulties in the English labor market compelling Contractors to demand considerably more than the usual time for delivery of materials contracted for.

8. Fourthly, until sanction of some description is received the Board cannot take steps to raise the Capital required for the line .

9. I therefore suggest that the Government of India should sanction the estimates as already submitted, with the proviso that no construction beyond the 37th mile is to be proceeded with until such time as the resurveys required by the Consulting Engineer for Railways have been made and the alignment north of the 37th mile has been finally approved by Government.

10. With such a sanction I can at once make definite arrangements for the staff required for the line, the Indents can be sent Home and the Capital raised, the line from Calicut to Mahé can be staked out, and work proceeded with on that length immediately the transfer of lands required has been effected.

(No. 12.)
5,000-15-3-88.
MADRAS RAILWAY.

From
The Agent and Manager

To
The Consulting Engineer
for Railways.

Dated 188
Recd.
No.

---

14 58

11. I shall be glad therefore if you will press Government to at once sanction the Calicut- Cannanore line on the conditions specified above.

Yours faithfully,

(Signed) Harry G. Thompson.

Ag: Chief Engineer.

(True Copy)

Ag: Agent & Manager.

back

Enc. No. 1 to E. R's. C. No. 4099 of 1897
Letter No. 907 D | 20. 9. 97
From Am

(No. 12.)

6,000-15-3-88.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

80

(No. I.)

~~EP~~ No. 9075
A/ 907

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
Madras, 20th September 1897.

Print

Urgent

Send out Ool: 907 21/9/97

PPod5

CONSULTING ENGINEER
RECEIVED
SEP 1897
MADRAS

From

The Ag. *Agent and Manager.*
Madras Railway.

To

The *Consulting Engineer for Railways.*
Madras.

Sir,

I have the honor to address you with reference to the order by the Government of India quoted in para 2 of your letter No. 2943 of 11th instant, and to inform you that very serious delay and inconvenience will ensue if sanction to commence construction on the Calicut - Cannanore Extension is withheld until fresh estimates based upon the revised alignments of certain portions have been submitted. It is further urged that no trustworthy investigation of the alternative alignment suggested north of Tellichery can be carried out by the limited staff which can only be provided in the allotment of Rs 15,000 which has been granted.

I have the honor to address you with reference to the orders by the Government of India quoted in para 2 of your letter [illegible] of 11th instant and to inform you that any serious delay and [illegible] will cause [illegible] to commence [illegible] on the Calicut [illegible] [illegible] fresh estimate [illegible] the revised alignment of [illegible] have been submitted. [illegible] that no [illegible] investigation [illegible] alternative alignment suggested [illegible] [illegible] staff which can only be provided [illegible] allotment of Rs 15000 which has been granted.

9P

2. I enclose a copy of a letter from the Acting Chief Engineer in which he fully explains the grounds on which he considers it desirable that the Estimates already submitted should be sanctioned, on the understanding that construction should be limited for the present to the portion from Calicut to Mahé only, and that no work should be commenced north of the 37th mile until the results of the survey for the suggested re-alignment have been submitted to, and approved of by, Government.

3. The permanent staff required for the Extension can then be engaged; the investigation referred to above can be conducted simultaneously with the construction of the first 37 miles: and the fresh revised estimates could be submitted when the final alignment has been decided upon.

4. I venture to hope that this request will not be considered unreasonable, and I cannot too strongly support the Acting Chief Engineer's recommendation.

As

3

10 P

As the matter is one of urgency I request that you will be so good as to refer the matter, if necessary, to the Government of India and kindly favor me with a reply by telegraph.

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

Henry West
Ag Agent & Manager.

Enclosure.

C. No. 4099
Recd. 21/9/97

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

P.I. 536

No. 729 R, dated 24.9.97.

(R.) Form No. 3.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

B/f

Print

PROCEEDINGS OF THE MADRAS GOVERNMENT.

15 P

READ the following

Print

Letter from the Agent & Manager Madras Ry } No. 9075/A/907 of 20 Septr 1897

The Government of India will be addressed

C. No. 4099

B/-
No. 729-30.R dated 24/9/97.

R. FORM No. 12.

16 P

Bf

Print

Settled verbally with H.E. the Governor on a D.O. reference of the Agent M.Ry.
Issue sharp.

FHS
23/9/97

No. 730.R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

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

Ooty, the 24th Septr 1897.

SIR,

In continuation of the correspondence on the subject of the Calicut Cannanore Ry. ending with my letter No. 698.R. dated the 21st Sept 97 I am directed to refer you to the Government Consulting Engineer's Inspection report which was sent to you with my No. 696 R. d/ 21st Septr 97 and also to the accompanying copy of a letter from the Agent of the Madras Ry. Co. No. $\frac{9075}{A\text{-}907}$ dated the 20th Sept 97 enclosing a copy of a letter from his Chief Engineer who strongly urges that the preliminary estimate already submitted of the cost of the line, amounting to Rs 82 lakhs, may be sanctioned on certain specified conditions.

2.— It will be seen from a perusal of the Consulting Engineer's report that very little remai to be done in the way of realignment on the first 37 miles, not more indeed than would in ordinary course be done by the construction engineers after the receipt of sanction to start work. It will be the business of this Government to scrutinise the proposed realignments on this length, and to ~~[illegible]~~ ensure compliance with the Government of India's instructions regarding the stiffening of curves and grades if after further survey such should appear to be necessary, a thing very unlikely on this particular mileage. I am therefore directed by H. E. the Governor in Council to strongly press for permission being given to the Company to make their arrangements on the understanding that the commencement of construction upon this particular section need not be delayed until the completion of the necessary realignment and revised estimate of the remainder of the line. This permission would of course be conditional on the minor realignments referred to as being necessary by the Co. Engr. being approved in due course by this Government or by the Govt of India.

3.— The chief arguments in favour of some sort of an estimate being preliminarily sanctioned are 1st that pending such sanction the Company cannot, it is understood, raise the necessary capital; 2nd that under the present unsettled conditions the Company find it impossible to ~~[illegible]~~ engage suitable staff here for the realignment. The men are not in the Company's service now, and it has been ascertained that they cannot be secured on the very unstable conditions which are all that it is now possible to offer them; and 3rd that the climate of Malabar is such that a year at least will certainly be lost in the opening of the line unless the Agent can at once secure his staff and get to work on the construction of part of the line and the survey of the remainder.

4.— Such being the circumstances I am instructed by H. E. the Governor in Council to express a hope that the Govt of India may see their way to issue such orders as will place the Agent in a position to make early and suitable arrangements.

I have &c
FKS 23/9/97

Documents accompanying:—
Copy of letter from the Agent M. Ry. No. 9072/A-907 dated 20/9/97 with all Enclosures

97

Public Works (1897) Department.

CURRENT No. 19

From
The Govt. of India

Order

7.54 12.11.97

Copy, omitting paras 1, 2, and 4(a), to go to Agent M.R.C. for information and guidance, and for early reply to the enquiry made at the end of para 6.

FKS
3/11/97
R.

No. 1781 RC.

Dated 27th October 1897.
Received 2. 11. 97
Registered 2. 11. 97
Enclosures Nil
Spare copies Nil

SUBJECT.

Calicut - Cannanore Branch of the M. Ry.

Passing orders on the proposals submitted for the commencement of the work of construction of the —.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Print in full

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
2 NOV. 1897

All communications should be addressed to the Secretary.

No. 1781 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

178

To

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

1

Simla, the 27th October 1897.

Sir,

Flag V

Flag C

In continuation of the Government of India's telegram No.1674 R.C., dated 9th October 1897, in which sanction was conveyed to the estimate amounting to Rs.15,524 for the location of, and preparation of the land plans for, the Calicut-Cannanore Branch of the Madras Railway, I am now directed to reply to the proposals submitted with your letter No.730 R., dated 24th September 1897 for the commencement of the work of construction on this Branch.

omit from copy sent to M. Ry. Co. 7/11

Flag S

2. You point out in that letter that the Inspection Report by the Consulting Engineer, Madras, submitted with your memorandum No.696 R., dated 21st September 1897 shows that very little remains to be done in the way of re-alignment on the first 37 miles of the Line, and that it will be the business of the Government of Madras to scrutinize the proposed re-alignments on this length and to ensure compliance with the orders of the Government of India regarding the stiffening of curves and grades if after further survey such should appear necessary.

Permission is, therefore, asked to the Madras Railway Company making their arrangements on the understanding

that

that the commencement of construction on this particular section need not be delayed until the completion of the re-alignment and of the revised estimate of the remainder of the Line.

It is added that the chief arguments in favour of some sort of an estimate being preliminarily sanctioned are - firstly, that pending such sanction the Company cannot raise the necessary capital; secondly that under the present unsettled conditions the Company find it impossible to engage a suitable staff; and thirdly, that the climate of Malabar is such that a year will be lost in the opening of the Line unless the Agent can at once secure his staff and get to work on the construction of part of the line and the resurvey of the remainder.

3. I am to say that after carefully considering the plans of this Branch and the Consulting Engineer's Inspection Report, the Government of India agree that not much improvement is possible in the first 26 miles, but beyond that large reductions appear possible, especially between miles 26 and 32. This is borne out by paragraph 7 of the Consulting Engineer's Inspection Report, and also by paragraph 2 of the letter of the Chief Engineer, Madras Railway No.C.1384 dated 18th September 1897 to the Agent, the place Badagara mentioned in which is opposite the 29th mile.

Flag S

Flag R

4. With regard to preliminary sanction to an estimate for this Branch I am to invite attention to the correspondence with the Secretary of State marginally quoted, a copy of which was forwarded under my letter No.1046 R.C., dated 19th June 1897.

Despatch from the Government of India to the Secretary of State No.3 Railway, dated 6th January 1897.

Despatch from the Secretary of State to the Government of India No.42 Railway, dated 6th May 1897.

Enclosures 5 Flag E

Flag E

(b) With Despatch No.3 Railway of 1897 the Government of India submitted to the Secretary of State the estimate amounting to Rs.90,70,611 being at the rate of Rs.1,53,739 per mile, but at the same time expressed the opinion that by adopting grades of 1 in 100 curves of 1146 feet radius and by using 75 lbs. steel flat-footed rails with wooden sleepers and providing only 15 c.ft. of ballast per foot run, a good sound Railway sufficiently equipped with rolling stock could be provided for Rs.73,75,000 being at the rate of Rs.1,25,000 per mile.

Enclosure 1 to Flag E

(c) The above opinion was communicated to the Board of the Madras Railway Company by the Secretary of State and the Board agreed that they thought that the Branch could be built and equipped for Rs.1,25,000 per mile and stated that instructions would be sent to the Agent to prepare revised plans and estimates as economically as possible consistent with complete efficiency. The Secretary of State accordingly approved of a sum of Rs.73,75,000 (being at the rate of Rs.1,25,000 per mile) being provisionally accepted as the estimate for this Branch, pending the preparation of revised plans and estimates.

Enclosure 2 to Flag E

5. It will thus be seen that any delay in the Company's raising the capital is not due to the want of a preliminary sanction as both the Board and the Secretary of State have provisionally accepted the estimate of Rs.73,75,000 pending the preparation of a revised estimate on the most economical lines possible consistent with efficiency, but that it is due to the fact that the agreement has not yet been finally signed and executed in England.

6. I am to say, therefore, that the Government of India will be prepared to favourably consider the question of work being put in hand upon the first 26 miles upon which only slight alterations in the alignment are required as soon as the agreement between the

the Secretary of State and the Company has been completed and the latter have raised the necessary funds and have approved of the commencement of construction. In the meantime I am to request that you will report what funds would be required in the current official year for expenditure in India on the project on the assumption that no delay will occur in carrying out these requirements.

7. The Government of India are, however, unable to agree to work being commenced on the remainder of the line beyond mile 26 until the revised plans and estimates which have been called for by the Board and the Secretary of State are ready. It is evident that the alignment near Mahé will require very careful consideration in order to secure the best alignment clear of the French Settlement.

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

Spacey
Colonel, R.E.,
Offg. Secretary.

Documents accompanying:-
Nil.

A.P.

Not to print or quote

Get out charge to Agent.
It can afterwards be circulated.
It can go to Agent as a G.O.
from R.

F.H.S.
3/11/97

984-85 R
15/11/97

PWRC 19

E.M.

India agrees to work being commenced on the first 26 miles as soon as the agreement is signed & funds raised and asks (assuming no delay to occur in raising funds) what money is required for the project up to 31st March /98 that is four months.

India has sanctioned already Rs 15,300 for location & preparation of land plans for the whole line so the budget est. they are asking for is mostly for construction on the first 26 miles.

They will take I expect half the time to prepare land plans & get hold of the land so that all they can do in two months is earthwork & collection of materials preliminaries for well sinking.

Ask A.O. to send in budget est. sharp & land plans as soon as he can get them out.

3/11/97

H.E. the Governor
~~Hon. Sir Henry Bliss K.C.I.E.~~
~~Hon. Mr J. [illegible] C.S.I.~~

No. 912-R dated 4/11/97

(R.) Form No. 3.

13 13/ Print

P.W. DEPARTMENT.
Railway Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

P.W.D. Ry. Current No. 19

19 P

READ the following

Print in full

Letter from the Govt: of India P.W. Dept. } No. 1781 R.C. of 27 Oct. 97

R.S.R. 12.11.97

Copy, omitting paras 1, 2 & 4(a), forwarded to the Agent & Manager Madras Railway for information & guidance & for early reply to the enquiry made at the end of para 4.6

[illegible] 8/11/97

D.R

To

The Agent & Man: M. Ry.
" Consulting Engr. for Rys in full.

Despatched on 5/11/97

[illegible] 11.11.97

215.P

Estimate of probable expenditure on the Calicut-Cannanore Extension for 1897-98.

I.	Preliminary Expenses.	Rs 10,000
II.	Land.	" 100,000
III.	Earthwork.	" 100,000
IV.	Bridgework.	
	Large bridges for materials.	" 50,000
	Minor bridges do	" 50,000
VIII.	Stations and buildings (staff quarters)	" 10,000
XII.	General charges (Engg: stores & Audit & Accounts)	" 32,585
	Total Rupees	352,585

Madras Railway Company.
Chief Engineer's Office,
Madras, 10th November 1897.

Sd/. H. C. West.
Chief Engineer.

(True copy)

Agent and Manager.

Enc. No. 1 TO E. Rʸ. C. No. 4949 OF 1897
LETTER No. 1041 D/ 11-11-97
FROM A.M.

(No. I.)
No. 9075
A/1041

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 11th November 1897.

Print

20P

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
NOV 1897
MADRAS

C. No. 4949
12/11/97

From

The Agent and Manager.
Madras Railway,

To

The Consulting Engineer for Railways.
Madras.

Sir,

x

Papers in Circulation

ER

With reference to G. O. No 912 R of the 4th instant, I have the honor to forward herewith, for the information of Government, copy of an Estimate of probable expenditure on the Calicut. Cannanore extension for the three months ending 31st March 1898. The Company's Chief Engineer explains that the figures given under the various sub. heads are merely approximate, as much depends upon the time the Revenue authorities take to hand over the land and on this Company being able to bring together the staff requisite for the construction of the line.

I have the honor to be,
Sir,
Your most obedient servant,
Lewis S. M[illegible]
Agent & Manager.

on return from circulation resubmit
FMS
12/11/97

ER Papers returned from H.E. the Governor in linked case

Encl. one.

[illegible] on 14/1/98

No. 984 R dated 15/11/97

(R.) Form No. 3.

P.W. DEPARTMENT.

Railway Bch

X

PROCEEDINGS OF THE MADRAS GOVERNMENT.

228

READ the following

Telegram to the Govt. of India P.W. Depts } H.E. No 139 D of 14th April 97

Letter from do — — — 1046 R.C. of 19th June 97

Read again the following

Procs of the Madras Govt. P.W. Depts — } — 729-30 R of 24th Sept 97

Do Do — — — 912 R of 4th Nov 97

Read also

Letter from the Agent & Man: M. Ry } H.E. No. 9075/A/1041 of 11th Nov 97

The Government of India will be addressed.

FWS
18/11/97

To

The Consg Engr for Rys
— " — Exr Gd. Ry Accts
— " — Agent & Man: M. Ry.

Despatched on 14/1/98

E.D. submitted for approval. — Please see India's letter No. 1781 R.C. (Flag I) & kindly let me know if the portions omitted for Madras Railway in the copy already furnished them in manuscript are also to be omitted in the printed copies to be sent to that Railway. —

17/11/97

No. don't omit. There seems to be nothing which it would not be proper for them to see.

F.M.
18/11

No. 985 R

To
The Jt. Sec. P.W.D. Rys.
Madras

The Sec. P.W.D.
Calcutta

Dated the 15th Novr. 1897.

Sir

I am directed to acknowledge the receipt of your letter No. 1781. R.C. dated the 27th Oct. 97. the contents of which have been communicated to the Agent Madras Ry.

I am now desired to enclose a copy of ~~[illegible]~~ the Agent's reply. No. $\frac{9075}{A.1041}$ dated the 11th Nov. 97. with which is forwarded an estimate amounting to Rs. 3.52.5$\overset{8}{3}$5 [illegible] the probable expenditure, if all conditions should prove favourable, before the end of March next. It is however considered rather doubtful whether he can spend within a lakh of this estimate unless the money should be immediately raised.

I have &c
F.R.S.
15/11/97

Indxd
F.D.