Public Works (1898) Department.

Railway Branch.

G.O., No. 799 Rys.

DATED 13th June 1898.

[Despatch Abstract.]

Erode-Tirupur Railway

Sanction accorded to the engagement of a temporary Asst. Engineer Mr P.C. Cole on Rs 500 per mensem, for 3 1/2 months for the party surveying the length between Erode and Satyamangalam.

[P.W. 25. 5,000—30-11-05.]

Indexed. 18/6/98.

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 {1898} of Madras.

PUBLIC WORKS.

CONFIDENTIAL.

Recd. } 1898. *Enclosures*

Regd. } *Spare copies*

G.O., No. 135 R., 24th January 1898.

JANUARY.

Erode-Nanjangod Railway

Letter from the Government of India, approving of the acceptance of the offer of the South Indian Railway, to undertake to survey the proposed — on the terms stipulated by the Government of Madras and sanctioning the estimate amounting to Rs. 17,829 of the cost of the same, communicated to the Agent, and copy of the Proceedings forwarded to the Government of Bombay.

CONFIDENTIAL.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., No. 360 R., dated 20th June 1894.

Read the following papers:—

From—The First Assistant to the Resident in Mysore.
To—The Consulting Engineer for Rys., Madras.
Dated—Bangalore, 2nd June 1894, No. 1961-255/92.

With reference to paragraph 15 of your note published at page 37 of the printed Proceedings of the Government of Madras in the Public Works Department, No. 152 R., dated the 10th March 1894, I am directed to forward, for the consideration of the Government of Madras, a copy of a note by the Secretary to the Government of Mysore for Railways with appended tabular statements A and B of leading points of recent reconnaissance of the two alternative lines *viâ* Satyamangalam and *viâ* Kollegal, for the proposed line of railway from Nanjangod to Erode. Topographic sheets showing the routes in question are enclosed.

Enclosure.

Note by the Secretary to the Govt. of Mysore for Rys., dated 21st May 1894.

On alternative routes proposed for the Nanjangod-Erode metre gauge line of Railway.

1. The accompanying maps show the two alternative routes *viâ* Satyamangalam and *viâ* Kollegal and the appended statements give leading points thereof in tabular form.

2. Route by Satyamangalam.—Leaving the Nanjangod existing terminal station of the Mysore State Railway, at 2,155 feet above mean sea level, with mileage reckoned from the extreme dead end of the station sidings, this alternative runs south-easterly, with a ruling grade of 1 in 100 and curves of 2,865 feet minimum radius, through the ordinary and undulating open country peculiar to the Mysore plateau, skirting the Mysore-Hassanur ghât road through Chamrajnagar and Hardanhalli to the Mysore frontier at $32\frac{3}{4}$ miles and, then leaving the road, proceeds through similar but more wooded country of the Talavadi firka of the Satyamangalam taluk of the Coimbatore district, to a saddle at $46\frac{3}{4}$ miles about 3,000 feet above sea, $1\frac{1}{2}$ miles west of the village of Talamalai which is situated at the summit of the old Gajalhatti pass, formerly much used by British troops and now frequented by traffic passing between the Mysore and Coimbatore districts.

3. After a descent of about 150 feet in $1\frac{1}{4}$ miles, involving 1 in 40 gradient, the line descends about 1,825 feet across steep and rocky open grass slopes of the escarpment of the south edge of the Mysore plateau to the Gajalhatti chattram. It is proposed to treat the latter descent, firstly by $3\frac{1}{2}$ miles of rack railway at a gradient of 1 in 10, with curves of 420 feet of minimum radius and then by 3 miles of 1 in 40 gradient with curves of 573 feet minimum radius to Gajalhatti chattram whence the normal ruling gradient of 1 in 100 will be continued to Erode. The portion of line between Talamalai and Gajalhatti will have to be worked by bank engines specially constructed to work over the racked portion of the line.

4. From Gajalhatti the line runs along the northern slope of the Moyar-Bhaváni valley, traversing for the first $5\frac{1}{2}$ miles, or to the 60th mile, an undulating open plain covered with grass and sparse jungle trees and with surface so rocky as to be apparently fit for nothing but grazing. This plain will be more or less submerged by a large reservoir, the construction of which is understood to be under consideration in the Madras Public Works Department for impounding the Moyar-Bhaváni floods in order to enhance supply of the Bhaváni irrigation channels below Satyamangalam. I have been unable to obtain information from which to show the waterspread of this reservoir at level of waste weir discharge which will necessitate careful examination as to which of the two sides of the reservoir and its waterspread will afford the most economical railway alignment, the slopes of the adjacent hills being fissured with long, narrow and steep ravines.

5. From the 60th mile the line proceeds along the north or left slope of the Bhaváni valley to a crossing of the river at $76\frac{3}{4}$ miles, passing Kotemangalam at 63 miles and Satyamangalam at 72 miles.

6. It then skirts the south Bhaváni irrigation channel *viâ* Gopisettipalyam to Kavundippadi at 95 miles and *viâ* Sittodu, at $101\frac{1}{2}$ miles, to the Erode joint station of the Madras and South Indian Railways at $108\frac{1}{2}$ miles.

7. The country is well populated and cultivated from Nanjangod to Talamalai and from the 60th mile to Erode, the latter portion being undulating with scanty surface soil, highly fertilized by line decomposed from the closely underlying metamorphic rocks, which condition is believed to obtain generally in the plains of the Coimbatore district.

8. Route by Kollegal.—Leaving Nanjangod railway station this line runs in an easterly direction on the north side of the Yellandur jhagir of the Mysore State to Kollegal at $30\frac{3}{4}$ miles and to a saddle at $55\frac{1}{2}$ miles, half a mile east of Kavadhalli, on the eastern verge of the Mysore plateau. The first 20 miles from Nanjangod traverse open undulating country. Then come 17 miles across the Kollegal plain, well irrigated by the Suvarnavarti or Honnal and the Gunalla streams which drain the west and east slopes of the Biligirirangum hills nearly 6,000 feet above sea level, and the line then traverses very undulating country to the saddle near Kavadhalli.

9. From the last-mentioned point there is a sudden fall of about 700 feet through easy looking country, down which a tortuous and compensated 1 in 88 gradient with curves of 573 feet minimum radius should work out to, say, 67 miles near Mattalli police station.

10. The line then runs along the Chigachi stream, crosses the Tamukuhalla draining from the south at $68\frac{3}{4}$ and again at $70\frac{1}{2}$ miles just above its junction with the Pálár draining south from the Bargur plateau. It then runs through the gorge of the Pálár river which it crosses at $73\frac{3}{4}$ and $78\frac{1}{4}$ miles and again at $83\frac{1}{4}$ miles about a quarter mile above its junction with the Cauvery, the Nadakaval chattram being passed at 78 miles. It then skirts the Cauvery to Kaveripuram at 90 miles. Between mileages 67 and 90, the work will be heavy owing to the rocky and deeply fissured nature of the sides of the Pálár-Cauvery gorge, which should apparently be negociated by three crossings of the Pálár in order to escape particularly bad portions of the side slopes of its gorge. At $81\frac{3}{4}$ there will be a crossing of the Jedipattihalla draining from Madesvarnamalai, $6\frac{1}{2}$ miles north of Nadakaval and 9 miles N.E.E. of Mattalli police station.

11. There is a sharp rise over a spur in the bend of the Cauvery between Kaveripuram and Sampalli at $99\frac{1}{4}$ miles whence the line skirts the Cauvery through a more open gorge with undulating banks, easy soil and dry cultivation to Nerinjipettai at 112 miles.

12. From Nerinjipettai the line crosses fairly open undulating and populated country to Bhaváni at $126\frac{1}{2}$ miles, crossing the Bhaváni river south of the town and skirting its irrigation to Erode joint railway station at $137\frac{1}{4}$ miles.

13. Summary.—From the accompanying two tabular statements it will be seen that the results of the reconnaissance are—

		Miles.	Rs.
By the Satyamangalam route		$108\frac{1}{2}$	61,59,000
„ Kollegal route		$137\frac{1}{4}$	73,61,250
Difference in favour of the former ...		$28\frac{3}{4}$	12,02,250

Apart from this difference the Satyamangalam route appears to me to be decidedly the more favourable of the two routes, as regards prospects of traffic, and I am of opinion that the Collector of Coimbatore would have been of the same opinion had he known that it is proposed for the Satyamangalam alternative line to traverse the fairly populated firka of Talavadi instead of the depopulated and jungly wastes between Atakalpur, Hassanur, Dimbam and Bannari, as assumed in paragraph 3 of his No. 1653 of 7th December last to the Commissioner of Revenue Settlement, &c.

14. Kollegal is connected by good roads with the Maddur and Nanjangod stations of the Mysore State Railway, from each of which it is about 38 miles distant. It will be only 22 miles distant from the Chamrajnagar station of the alternative route *viâ* Satyamangalam.

15. The difficult portions of each route in descent from the Mysore plateau to the Coimbatore plain will be:

		Miles.	Rs.
Viâ Satyamangalam		$8\frac{1}{2}$	13,37,500
„ Kollegal		$23\frac{1}{4}$	28,60,000
Difference in favour of the former ...		$14\frac{3}{4}$	15,22,500

16. The Satyamangalam route will also be more favourable for construction as regards healthiness, supplies for labour, and sources and transport of materials.

APPENDIX A.

NANJANGOD-ERODE RAILWAY RECONNAISSANCE.

SATYAMANGALAM ALTERNATIVE.

Statement of leading points (Approximate).

	Section.	Features.	Approximate height above mean sea level.	Stations.	Ruling grade.	Sharpest curve.	Mileage.	Total mileage.	Mileage rate in rupees.	Total cost of section in rupees.	Remarks.
Mysore State.	Nanjangod ..	Terminal and engine station of Nanjangod branch of Mysore State Railway.	2,155	2nd class engine station	1 in 100	2,865	..	..	RS. ..	RS. ..	Taluk head-quarters and travellers' bungalow.
	Badanval ..	Ordinary features of Mysore plateau ..	..	3rd class ..	,,	,,	$6\frac{1}{2}$	$6\frac{1}{2}$	45,000	2,92,500	
	Kavalande ..	Do. do. ..	..	Do. ..	,,	,,	$4\frac{1}{4}$	$10\frac{3}{4}$	48,000	2,02,000	
	Chamrajnagar ..	Do. do. ..	2,352	Do. ..	,,	,,	$12\frac{1}{4}$	23	48,000	5,88,000	Taluk head-quarter and travellers' bungalow.
	Haradanhalli ..	Do. do. ..	2,418	Do. ..	,,	,,	3	26	48,000	1,44,000	
	Atakalpur ..	Do. do. ..	2,400	Do. ..	,,	,,	4	30	50,000	2,00,000	
	Mysore Frontier	Do. do. ..	..	..	,,	,,	$2\frac{1}{4}$	$32\frac{1}{4}$	50,000	1,12,500	
									Total ..	15,39,000	
Coimbatore District of Madras Presidency.	Talavadi ..	Ordinary features of Mysore plateau ..	..	3rd class ..	1 in 100	2,865	$2\frac{3}{4}$	35	50,000	1,37,500	Police station, Post office and rest-house.
	Naidalpuram ..	Do. do. ..	..	Do. ..	,,	,,	$7\frac{1}{4}$	$42\frac{1}{4}$	50,000	3,62,500	
	Talamalai ..	Do. do. ..	3,000	Do. and engine station.	,,	,,	$4\frac{1}{2}$	$46\frac{3}{4}$	50,000	2,25,000	Police station and village $1\frac{1}{2}$ miles distant.
	Head of abrupt descent.	Do. do. ..	2,850	..	1 in 40	..	$1\frac{1}{4}$	48	50,000	62,500	
	Foot of do.	Steep escarpment at south edge of Mysore plateau.	..	..	1 in 10	420	$3\frac{1}{2}$	$51\frac{1}{2}$	2,00,000	7,00,000	Rack road permanent-way required on this section.
	Gajalhatti ..	Undulating plain with open jungle and rocky surface.	1,025	3rd class and engine station.	1 in 40	2,865	3	$54\frac{1}{2}$	75,000	2,25,000	Chattram.
	No. 4, B.M. stone of Bhavâni reservoir project.	Do. do.	938	..	..	..	$5\frac{1}{2}$	60	75,000	4,12,500	
	Kotemangalam.	Open undulating country with dry cultivation.	852	3rd class ..	1 in 700	2,865	3	63	75,000	1,50,000	Police station and rest-house.
	Satyamangalam.	Open undulating country with dry and also wet cultivation irrigated by the Bhavâni channels.	780	2nd class ..	,,	,,	9	72	50,000	4,50,000	Taluk head-quarters and travellers' bungalow.
	Gopisettipalayam	Do. do.	676	Do. ..	,,	,,	14	86	50,000	7,00,000	Rest-house, Bhavâni river, 5 by 50 at $76\frac{3}{4}$.
	Kavundapaddi ..	Do. do.	..	Do. ..	,,	,,	9	95	50,000	4,50,000	
	Sittodu ..	Country somewhat broken, at Bhavâni-Cauvery watershed.	626	Do. ..	,,	1,910	$6\frac{1}{2}$	$101\frac{1}{2}$	50,000	3,25,000	Rest-house.
	Erode	Open and well irrigated country, Madras Railway and South Indian Railway joint station	540	1st class engine station.	,,	955	7	$108\frac{1}{2}$	50,000	4,20,000	Taluk head-quarters and travellers' bungalow.
									Total ..	46,20,000	
									Grand Total ..	61,59,000	

APPENDIX B.

NANJANGOD-ERODE RAILWAY RECONNAISSANCE.

KOLLEGAL ALTERNATIVE.

Statement of leading points (Approximate).

	Section.	Features.	Approximate height above mean sea level.	Stations.	Ruling grade.	Sharpest curve.	Mileage.	Total mileage.	Mileage rate in rupees.	Total cost of section in rupees	Remarks.
Mysore State.	Nanjangod ..	Terminal and engine station of Nanjangod branch of the Mysore State Railway.	2,155	2nd class ..	1 in 100	..	..	..	RS. ..	RS. ..	Taluk head-quarters and travellers' bungalow.
	Tagadur ..	Ordinary features of the Mysore plateau ..	..	3rd class ..	,,	..	$9\frac{1}{2}$	$9\frac{1}{2}$	45,000	4,27,500	
	Mâgur ..	Do. do. ..	2,192	Do. ..	,,	..	10	$19\frac{1}{2}$	45,000	4,50,000	
	Mysore Frontier.	Do. do. ..	..	..	,,	..	2	$21\frac{1}{2}$	45,000	90,000	
									Total ..	9,67,500	
Coimbatore district of Madras Presidency.	Kuntur ..	Flat plain, well irrigated	..	3rd class ..	1 in 100	..	$3\frac{3}{4}$	$25\frac{1}{2}$	45,000	1,68,750	
	Kollegal ..	Do.	2,208	Do. ..	,,	..	$5\frac{1}{2}$	$30\frac{3}{4}$	45,000	2,47,500	Civil sub-divisional and Taluk head-quarters, and travellers' bungalow.
	Mangalam ..	Flat plain, with dry cultivation	..	Do. ..	,,	..	$9\frac{3}{4}$	$40\frac{1}{2}$	45,000	4,38,750	
	Kurumbapalyam.	Do. do.	..	Do. ..	,,	..	$4\frac{3}{4}$	$45\frac{1}{2}$	45,000	2,13,750	
	Kavadhalli ..	Do. do.	1,997	Do. ..	,,	..	9	54	50,000	4,50,000	Police station and Forest rest-house, head quarters of Gold Mining operations.
	Summit ..	Broken country with rocks and scrub jungle..	2,083	..	,,	..	$\frac{1}{2}$	$54\frac{1}{2}$	50,000	25,000	
	Mattâli ..	Do. do. ..	1,373	3rd class ..	1 in 88	573	$12\frac{1}{2}$	67	80,000	10,00,000	Police station.
	Pâlâr river ..	Through river gorge with steep and rocky-side slope.	1,208	..	,,	..	$3\frac{1}{2}$	$70\frac{1}{2}$	80,000	2,80,000	Pâlâr river 250 feet wide, flood 10 feet. Has to be crossed thrice.
	Nadakaval ..	Do. do.	986	3rd class ..	,,	..	$7\frac{1}{3}$	78	80,000	6,00,000	Chattram.
	Kaveripuram ..	Do do.	720	Do. ..	,,	..	$12\frac{1}{4}$	$90\frac{1}{4}$	80,000	9,80,000	Police station.
	Summit of spur	Open undulating country with dry cultivation.	918	..	,,	..	$3\frac{1}{4}$	$93\frac{1}{2}$	60,000	1,95,000	
	Sampalli ..	Do. do.	697	3rd class ..	1 in 100	2,865	$5\frac{3}{4}$	$99\frac{1}{4}$	50,000	2,87,500	Police station.
	Navapatti ..	Do. do.	..	Do. ..	,,	..	$6\frac{1}{4}$	$105\frac{1}{2}$	50,000	3,12,500	
	Nerinjipettai ..	Do. do.	675	Do. ..	,,	..	$6\frac{1}{2}$	112	50,000	3,25,000	Police station.
	Ammapetta ..	Do. do.	638	Do. ..	,,	..	2	114	50,000	1,00,000	
	Bhavâni ..	Do. do.	543	2nd class ..	,,	..	$2\frac{1}{2}$	$126\frac{1}{2}$	50,000	1,25,000	Taluk head-quarters and travellers' bungalow.
	Erode	Open undulating country with dry cultivation and well irrigated Madras Railway and South Indian Railway joint station.	440	1st class and Engine station.	,,	955	$10\frac{3}{4}$	$137\frac{1}{4}$	60,000	6,45,000	Taluk head-quarters and travellers' bungalow, Bhavâni river, 9 by 45 at $127\frac{1}{2}$ miles.
									Total ..	63,93,750	
									Grand Total ..	73,61,250	

Order—No. 360 R., dated 20th June 1894.

The Resident in Mysore will be informed (through the Political Department), that His Excellency the Governor in Council has urged upon the Government of India the advisability of postponing the construction of the Nanjangod-Erode Railway until the completion of other and more important lines in this Presidency.

2. The results of the reconnaissance received with the letter read above will be forwarded to the Government of India in continuation of Public Works Department endorsement, No. 153 R., dated 10th March 1894.

———

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—20th June 1894, No. 361 R.

In continuation of P.W. Dept. endorsement, No. 153 R., dated 10th March 1894, I am directed to forward herewith, for the information of the Govt. of India, the results of the reconnaissance, by the Chief Engineer of the Mysore Govt., of the Nanjangod-Erode Railway, *viâ*—(i) Kollegal, (ii) Satyamangalam.

2. Of the two routes, I am to say that the more direct one, southward and down the Gujalhatti Pass, appears preferable, being shorter by 28¾ miles and costing 12 lakhs less; but 3½ miles thereof would require a 1 in 10 grade worked by a rack.

3. The Collector of Coimbatore in his letter, No. 1653, dated 7th December 1893, embodied in G.O., No. 152 R., dated 10th March 1894, points out that the prospects of local traffic are better on the Satyamangalam than on the Kollegal line. He, however, assumes that the former line would go down the Hassanur instead of the Gujalhatti Pass. For administrative purposes he would prefer the Kollegal route, and in any case recommends that town being connected by a branch line if the Gujalhatti route be adopted.

4. Referring to the more direct line, the capital cost is reckoned at 61½ lakhs for 108½ miles or nearly Rs. 60,000 per mile. The receipts must be Rs. 92 per mile per week to pay 4°/₀ (expenses being 50°/₀) but except for 40 miles between Erode and Satyamangalam, the visible goods traffic is only 84 tons per week and the passenger traffic insignificant. This bears out the views of this Government as expressed in its letter, No. 171 D., dated 18th May 1894, viz., that the connection will not pay working expenses on its local traffic and its merits, if any, will be the linking of Southern India with the West Coast.

5. The shorter distance between Erode and Bangalore will still be by the Madras Railway *viâ* Jalarpet, thus—

Present Route.			*Proposed Route.*		
Bangalore to Jalarpet	87	Total, 198 miles.	Bangalore to Nanjangod	101	Total, 209¾ miles.
Jalarpet to Erode	111		Nanjangod to Erode	108¾	

Therefore it appears that the statement made by the Agent and Manager, Madras Railway, in his letter, No. 7797/114, dated 9th February 1894 (G.O., No. 152 R., dated 10th March 1894), that the construction of this line would result in a loss of 10 lakhs of rupees per annum in the traffic receipts of his line is probably incorrect. It is unlikely that all the traffic will go by the longer route and the Agent and Manager having command of the shorter route even with the disadvantage of transhipment could always fix the rate and defy competition. Again, all foreign traffic brought by the Southern Mahratta Railway to Bangalore for delivery to stations on the Madras Railway between Erode and Calicut and *vice versâ* will not be affected as between Erode and Calicut nor will local traffic be affected at all.

6. Taking all the circumstances into consideration of the advantages of the connection between Southern India and the West Coast and the disadvantages of making a line which will certainly do no more than barely pay working expenses and also interfere to some extent with the earnings of the Madras Railway, this Government is of opinion that the construction of the Erode-Nanjangod connection should be postponed until the more important lines (enumerated in paragraph 3 of No. 171 D., dated 18th May) are first made.

Read also the following papers:—

G.O., No. 1053 R., dated 30th November 1897.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys.
Dated—Madras, 20th June 1897, No. 681.

In continuation of my letter, No. 9075/654 C., dated 12th July 1897, I have the honour to forward a copy of paragraph 16 of letter, No. 957, dated 18th June 1897, since received from the Board, dealing with recent proposals which it is understood have been made to the Government of India by the Nilgiri Railway Company for the extension of the metre gauge system from Méttupálaiyam to Satyamangalam, and from Erode to Nanjangod, and it will be observed that I am instructed to represent, without delay to the Government, that this project, if carried out, would very seriously injure the Madras Railway.

2. With reference to this subject the attention of Government is respectfully invited to the vigorous protest recorded on behalf of this Company in this office letter, No. 7797/114, dated 9th February 1894, when the latter project was then put forward by Messrs. Kirby and Lonsdale to be undertaken by private enterprise, and the arguments then adduced apply with equal, if not greater, force at the present time. In regard to the connection between Erode and Nanjangod on the metre gauge, Mr. Moss, the Agent and Manager, wrote in that letter as follows:—

"I need scarcely say that the construction of such a line will be most detrimental to the interests of this Company. All traffic that is now interchanged between the Mysore country and districts south of Erode is conveyed, *viâ* Bangalore City and Jalarpet and thus travels over the Madras Railway for a distance of 198 miles. If the proposed connection is made the whole of this traffic will be lost to us and will be conveyed by the new line on account of the shorter mileage. It is not alone this traffic that will be diverted, the new line will also prejudicially affect the traffic now carried between Mysore State and all stations on our south-west line west of Erode. The loss of revenue to this company will be very serious, and it may be placed without exaggeration at 10 lakhs of rupees annually. As the Madras Railway is a guaranteed line and does not earn the full amount of interest guaranteed, this loss will fall upon the State, it therefore becomes a question for consideration whether the advantages to be anticipated from the opening of this line are such as will compensate the Government for the loss which it will inflict on the Madras Railway."

3. The fact that the proposed connection would not be the means of bringing new traffic to any existing railway, and that its success would entirely depend upon the amount of traffic it diverted from this line, was strenuously urged, and Mr. Moss added that it was difficult to understand how Government could view with favour any scheme from which the Native State of Mysore would derive material advantage, gained too at the expense of the Government of India, and at the sacrifice of the Madras Railway Company.

In reply to these representations, the Government of India recorded that "the Mangalore-Arsikeri line was the only part of the metre gauge scheme put forward by Messrs. Kirby and Lonsdale that could be considered." (*Vide* your letter, No. 107 O., dated 15th August 1894.)

4. Previously, in March 1893, the Madras Chamber of Commerce had also addressed the Government on this subject, and respectfully protested, in the strongest manner possible, against the construction of the Erode-Nanjangod railway on the metre gauge, on the ground that it would seriously affect the port of Madras, as it would place the foreign ports of Karikal and Mormugao in direct connection by the metre gauge system, and urged that such policy, if inaugurated, would be ruinous to the trade of Madras, whose interests were identical with those of the Madras Railway.

In G.O., No. 965 R., dated 22nd June 1893, it is recorded that "the Governor in Council is unable to endorse these views of the Chamber of Commerce," and observed that it was "extremely probable that both the Madras Railway and the port of Madras would share in the increase of the general prosperity which may be looked for from the obviously desirable connection;" but in the following year was issued G.O., No. 356 R., dated 15th June 1894, in which it is stated that "the Governor in Council has recommended the postponement of the Nanjangod-Erode connection till other and more important lines are constructed."

5. It is further contended on behalf of this company that, the metre gauge already crosses the Madras Railway at Renigunta, Guntakal and Kátpadi, and directly competes with it by these routes, through which the South Indian Railway possesses ample communication between the northern and southern districts of the Presidency, greatly to the detriment of the Madras Railway. It is, therefore, urged that to allow the metre gauge to intersect it again at Erode would have a still further disastrous effect on the earnings of this company, and the proposed connection, moreover, is one as to the necessity for which sufficient and valid grounds have not yet been advanced.

6. It is claimed that any desired extensions traversing the area between Erode and Méttupálaiyam fall within the legitimate sphere of the Madras Railway, and the Board have already in July 1894 submitted their application for the construction of a loop line on the standard gauge between these two stations, as well as for an alternative scheme comprising the shorter extension from Mettupálaiyam to Satyamangalam, and thence to Nanjangod, if subsequently found expedient, as now advocated. It is, therefore, hoped that the Board's application will receive from Government that prior and favourable consideration to which it is justly entitled. From the fact moreover that the difficulties as to the terms on which these extensions and feeder lines should be constructed and worked by the Madras Railway have now been removed, it is only reasonable to expect that the Government will entrust to this company the carrying out of the projects now referred to on the same lines as those on which the Calicut-Cannanore extension has been recently sanctioned.

7. For the foregoing reasons it is earnestly requested that the claims of the Board in regard to the extensions in question may be favourably viewed by the Government, and in compliance with the Board's instructions I am to ask that early sanction may be conveyed to me to make a preliminary survey for a line on the standard gauge from Méttupálaiyam to Satyamangalam and from Satyamangalam to Nanjangod, and to collect statistics of the probable traffic to be obtained. It is further requested that the views of the Mysore Durbar may be ascertained in regard to that portion of this project which falls in Mysore territory.

8. On the receipt of your reply an estimate will be submitted for this work, the cost of which, it is suggested, should be chargeable to the company's capital in the first instance, and included in the final estimate for the construction of the line if the project be eventually approved and sanctioned.

Enclosure.

* * * * *

Extract from a letter from—The Secretary to the Board of Directors, Madras Ry.
To—The Agent and Manager, Madras Ry.
Dated—London, 18th June 1897, No. 957.

16. Having learnt quite recently that proposals had been made to the Government of India by the Nilgiri Railway Company for an extension of their Railway on the metre gauge from Méttupálaiyam to Satyamangalam and from Erode to Nanjangod, the Board are desirous that you should lose no time in representing to the Government that this is simply a revival of the project which was considered several years ago, and which, if carried out, would very seriously injure the Madras Railway.

The Agent and Manager showed very clearly in his letter to the Government Consulting Engineer of the 9th February 1894, how very seriously such a line would damage the Madras Railway. Mr. Moss' figures have never been challenged, nor his statements impugned, and the Board submit that they apply with equal force at the present time.

It is understood that the South Indian Railway Company has expressed its willingness to help forward the undertaking, provided it is approved by the Government of India.

You will represent to the Government that, in the opinion of the Board, it is an unwise policy to afford facilities for lines to be constructed which run in direct competition with an old-established Railway already successfully at work, and that such lines are not required to provide for the traffic from Mysore to the South, which is now conveyed by our Bangalore Branch to Erode, whence it is carried on by the South Indian Railway to its destination at Tanjore, Tinnevelly and Madura.

What the Board would strongly advocate is an extension on the standard gauge, as part and parcel of the Madras Railway system, from Mettupálaiyam, through Satyamangalam to Nanjangod. This would prove of the greatest value to the Mysore Government and to the Nilgiri Railway, and would not disturb the present flow of traffic to the South.

Of course, the consent of the Mysore Government must be obtained before any extension through their territory could be undertaken.

You will press this matter upon the Government, and obtain their sanction, if possible, to make such surveys and reconnaissances as may be necessary to enable you to estimate the amount of funds that would be required to carry out the project.

You must bear in mind the caution conveyed in paragraph 8 of the Board's letter, No. 903, of the 27th July 1894, as to the necessity of being satisfied that the line is one which can profitably be undertaken by the company.

You will recollect that in 1893 a numerously-signed petition was addressed to the company by the inhabitants of the Satyamangalam taluk, praying for the construction of a line from Erode to Satyamangalam, and that Mr. Read, the Traffic Manager, recommended that the extension should be constructed to Mettupálaiyam, and so complete the loop.

The Board in noticing this matter in their letter, No. 903, of the 27th July 1894, expressed themselves in favour of the line from Mettupálaiyam to Satyamangalam in preference to that from Erode, and they are now of opinion that, if this line were extended from Satyamangalam to Nanjangod, the wants of the country would be most satisfactorily supplied. You will therefore urge the matter upon the Government of Madras in this sense.

From—The Agent, South Indian Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Trichinopoly, 25th August 1897, No. 862.

In compliance with the instructions conveyed in the accompanying extract from the Managing Director's letter, No. 195, dated 30th July 1897, I have the honour to request the sanction of Government to the undertaking by this Administration of a survey from Erode to Nanjangod, the cost of which, as a temporary measure, is to be debited to revenue. I herewith submit an estimate for the survey (see next page), amounting to Rs. 17,829, and shall be glad if I may be favoured at an ear ly date with the orders of Government.

Enclosure No. 1.

In the course of the discussion referred to above, this project was brought under consideration, with the result that the Board desire you to apply to Government for permission to make surveys of the country between Erode and Nanjangod, with the view of ascertaining the best route for a railway. The main point to bear in mind is that this line, if constructed, will ultimately form portion of an important through route, and that, therefore, it is of the utmost consequence that an easy grade should be found.

You are also desired to collect and forward the best statistics that can be obtained of the traffic, both through and local, which may be expected to pass over the line, so that the Board, when the surveys are sent home, may have all available information before them to enable them to come to a decision in the matter.

If Government should be pleased to sanction these surveys being made, you are authorized to take immediate steps for proceeding with the work, the cost of which, as a temporary measure, may be charged to revenue.

Enclosure No. 2 to Agent, South Indian Railway's letter No. 862, dated 25th August 1897.

Estimate for the preliminary survey of the Erode-Nanjangod Railway.

Length, 110 *miles*.

Particulars.			Amount.	Total.
			Rs.	Rs.
Survey expenses—				
Pegs, &c.			1,000	
				1,000
Plant—				
Tents.				
	Rs.		Rs.	
2 single tents at	600	... ...	1,200	
2 hill tents at	320	... ...	640	
2 campaign tents at	85	... ...	170	
4 necessary „ at	50	... ...	200	
10 servants' pal at	90	... ...	900	
			3,110	
Less value on completion of work at 50 per cent. ...			1,555	
				1,555

Length, 110 *miles*—cont.

Particulars.				Amount.	Total.
Instruments—	Rs.	A.	P.	Rs.	Rs.
4 theodolites at	600	0	0	2,400	
4 levels at	400	0	0	1,600	
8 levelling staves at	50	0	0	400	
6 sets of scales at	10	0	0	60	
72 sets of ranging rods at	2	0	0	144	
2 ghât tracers at	50	0	0	100	
2 clinometers at	50	0	0	100	
2 aneroid barometers at	125	0	0	250	
4 thermometers at	20	0	0	80	
6 sets of set squares at	1	0	0	6	
6 protractors at	10	0	0	60	
6 measuring chains at	10	0	0	60	
36 paper weights at	0	4	0	9	
4 parallel rulers (brass) at	18	0	0	72	
4 plan boxes at	5	0	0	20	
6 pieces camp tables at	2	8	0	15	
12 bill hooks at	1	8	0	18	
				5,394	
Less value on completion of work at 75 per cent.				4,046	1,348
Sundries, including cartage					2,000
					4,903
Establishment—					
1 Engineer-in-charge, salary Rs. 600 + travelling allowance Rs. 150 = 750 × 3½					2,625
1 Assistant Engineer, Rs. 500 + travelling allowance Rupees 150 = 650 × 3½					2,275
2 Assistant Engineers, Rs. 250 + travelling allowance Rupees 75 = 650 × 3½					2,275
2 Surveyors Rs. 100 + travelling allowance Rs. 45 = 290 × 3½					1,015
32 Lascars at Rs. 8 = 256 × 3½					896
2 Apothecaries = Rs. 50 + travelling allowance Rs. 15 = 130 × 3½					455
2 Clerks and draughtsmen Rs. 40 + travelling allowance Rs. 15 = 110 × 3½					385
Sundries, including stationery					2,000
					11,926
Total estimated cost of 110 miles of survey, Rs.					17,829

From—The Consulting Engineer for Rys., Madras.
To—The Agent and Manager, Madras Ry.
Dated—Ootacamund, 6th September 1897, No. 108/O.

I have the honour to acknowledge the receipt of your letter, No. 681, dated the 20th June 1897, in which, in accordance with the instructions conveyed in paragraph 16 of your Board's letter, No. 957 of the 18th June 1897, you put in a strong protest against the South Indian Railway Company being allowed to make the proposed connection between Erode and Nanjangod. Your protest is supported by a reference to a previous protest put in 5½ years ago, in which the probable loss to which the Madras Railway Company, or rather their guarantors, would be subjected through the competition of this proposed connection was estimated at 10 lakhs per annum. I may here note, *en passant*, that this figure is now the subject of enquiry and is meanwhile believed to be greatly exaggerated.

2. In view of what must be patent to everyone that this connection, if ever made, must be on the metre gauge, it is difficult to understand why your Board insist on being allowed to make it, if at all, on the standard gauge, and why it does not seem to have occurred to them that there is no valid reason why, though their trunk line is on the expensive standard gauge, they should not make metre gauge branches.

3. As instructed by your Board, you now propose that the link should join up Nanjangod and Mettupálaiyam through Satyamangalam. But I think it most unlikely that the Madras Government would support any other scheme than the Erode-Nanjangod link through Satyamangalam, with a branch from that or some neighbouring place to Mettupálaiyam for the purpose of connecting up with the Nilgiri Railway.

4. As the South Indian Railway Company have asked for permission to make the survey, and as it is necessary that no time should be lost in giving them a reply before the end of the monsoon season, I would suggest your taking the orders of your Board, with reference to the above hint, by telegraph. I need scarcely say that no terms less favourable to Government than the Calicut-Cannanore terms would be likely to obtain a hearing.

From—The Consulting Engineer for Rys., Madras.
To—The Agent, South Indian Ry.
Dated—Ootacamund, 6th September 1897, No. 109/O.

I have the honour to acknowledge the receipt of your letter, No. 862, of the 25th August 1897, applying for sanction to undertake the survey of the Erode-Nanjangod connection at a cost of Rs. 17,829. The matter is at present the subject of consideration by the Madras Government and you shall in due course be informed of the result.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Madras, 8th September 1897, No. 9096/861.

I have the honour to acknowledge the receipt of your letter, No. 108/O., dated 6th September 1897, marked urgent, and to inform you that I have, by to-day's mail, addressed the Board on the subject. Although it is suggested that the Board's reply may be procured by telegraph, it is feared that it will not be practicable for the Directors to state their views on such an important matter in a telegram; but they have been requested to favour me with their instructions by return mail, and I trust these will be received and communicated to you in six weeks from this date.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Madras, 9th October 1897, No. 9096/A/968.

In continuation of this office letter, No. 9096/861 of the 8th ultimo, I have the honour to inform you that I have to-day received a telegram from my Board intimating that this Company is prepared to construct the Nanjangod extension on the metre gauge. I assume my Board have come to this decision rather than allow competing railways to cross our system at any other points.

It has been previously urged that, within a given area of our system, this Company should be allowed to construct all feeder railways required in the interests of the public, and I trust that this contention will be considered reasonable. There is sufficient country unopened to the South and East of the South Indian system to allow of that railway extending its influence without intruding upon the zone which in equity and justice we claim to belong to the Madras Railway.

When you wrote the closing remarks to paragraph 1 of your letter, No. 108/O of the 6th ultimo, you were probably not aware that at Mr. Upcott's request I furnished your Examiner of Accounts with figures showing how the sum of 10 lakhs you refer to had been arrived at. This information was given on the understanding that the particulars should not fall into the hands of the railways competing with us; and having at the time readily and courteously complied with Mr. Upcott's request I can only regret that we are now accused of having submitted "greatly exaggerated" figures.

ESTIMATE, framed by the Examiner, Guaranteed Railway Accounts, of the probable loss of traffic to the Madras Railway by the opening of the Nanjangod-Erode and Satyamangalam-Mettupálaiyam Sections as Metre Gauge Lines.

Results—Total traffic on routes affected ... ... RS. 7,48,621
Estimated loss 3,39,730

Routes likely to be affected.		Total traffic on routes as per station-to-station traffic returns.						Portion of traffic likely to be lost to the Madras Railway.			Remarks.
		First half of 1896.		Second half of 1896.		Total for 1896.					
From	To	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Total.	
Southern Mahratta Railway *viâ* Bangalore City.	South Indian Railway *viâ* Erode ..	1,306	..	1,055	17,638	2,361	17,638	472	3,527	..	
	Mettupálaiyam (Nilgiri Railway) ..	798	6,141	575	3,569	1,373	9,710	1,373	9,710	..	
	Erode and stations West	2,616	35,739	1,862	39,658	4,478	75,397	2,853	44,312	..	
	Cauvery-Thinnappatti	301	7,452	427	13,329	728	20,781	108	3,164	..	
Stations North of Tyakal, Bangalore branch.	South Indian Railway *viâ* Erode ..	7,707	24,085	8,010	13,051	15,717	37,136	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	10,978	21,541	5,150	15,448	16,128	36,989	15,953	35,929	..	
	Erode and stations West	14,964	26,120	17,473	17,831	32,437	43,951	1,920	3,466	..	
Great Indian Peninsula Railway *viâ* Raichur.	South Indian Railway *viâ* Erode ..	72	..	347	375	419	375	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	8,690	3,509	1,534	3,400	10,224	6,909	8,895	6,011	..	
	Erode and stations West	1,317	4,835	1,407	2,701	2,724	7,536	1,923	4,980	..	
Southern Mahratta Railway *viâ* Guntakal.	South Indian Railway *viâ* Erode ..	12	..	18	1,254	30	1,254	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	463	61	258	25	721	86	721	86	..	
	Erode and stations West	197	6,199	150	939	347	7,138	292	795	..	
Tadpatri and stations North ..	South Indian Railway *viâ* Erode ..	42	1,667	77	178	119	1,845	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	200	366	419	224	619	590	558	542	..	
	Erode and stations West	885	7,143	956	7,412	1,841	14,555	80	476	..	
Erode and stations East ..	Mettupálaiyam	32,606	57,339	18,478	42,341	51,084	99,680	21,539	32,893	..	
	Total .	83,149	2,02,197	58,196	1,79,373	141,345	3,81,570	56,687	1,45,891	..	
	Add for reverse direction, see page 13.	..	..	..	..	138,106	2,46,644	54,714	82,438	..	
	Grand Total ..	..	..	..	..	279,451	6,28,214	111,401	2,28,329	3,39,730	
	Deduct traffic on routes on which there is no actual loss but which have been included in this statement merely for comparison with Agent's original estimate.					62,487	95,557	..	..	..	
	Balance, being total traffic on routes actually affected ..					216,964	5,31,657	111,401	2,28,329	3,39,730	Total loss.

ESTIMATE of the probable loss of traffic to the Madras Railway by the opening of the Nanjangod-Erode and Satyamangalam-Mettupálaiyam Sections as Metre Gauge Lines. For the reverse direction.

Routes likely to be affected.		Total traffic on routes as per station-to-station traffic returns.						Portion of traffic likely to be lost to the Madras Railway.		
		First half of 1896.		Second half of 1896.		Total for 1896.				
From	To	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Total.
South Indian Railway *viâ* Erode ..	Southern Mahratta Railway *viâ* Bangalore City.	877	..	718	3,478	1,595	3,478	319	696	
Mettupálaiyam (Nilgiri Railway) ..	Do. do.	471	487	601	798	1,072	1,285	1,072	1,285	
Erode and stations West ..	Do. do.	1,174	17,867	1,068	23,961	2,242	41,828	1,431	21,423	
Cauvery-Thinnappatti	Do. do.	112	3,217	292	4,398	404	7,615	62	1,204	
South Indian Railway *viâ* Erode ..	Stations North of Tyakal (Bangalore Branch).	7,732	9,228	7,610	7,968	15,342	17,196	..	..	
Mettupálaiyam (Nilgiri Railway) ..	Do. do.	8,682	5,584	8,254	3,623	16,936	9,207	16,738	9,116	
Erode and stations West ..	Do. do.	17,854	39,028	15,513	31,455	33,367	70,483	1,789	6,110	
South Indian Railway *viâ* Erode ..	Great Indian Peninsula Railway *viâ* Raichur.	51	..	273	1,070	324	1,070	..	..	
Mettupálaiyam (Nilgiri Railway) ..	Do. do.	4,887	6,376	6,104	10,896	10,991	17,272	9,562	15,027	
Erode and stations West ..	Do. do.	1,638	3,754	1,806	13,779	3,444	17,533	1,893	9,873	
South Indian Railway *viâ* Erode ..	Southern Mahratta Railway *viâ* Guntakal.	28	..	119	51	147	51	..	..	
Mettupálaiyam (Nilgiri Railway) ..	....	384	516	246	49	630	565	630	565	
Erode and stations West ..	..	143	2,257	144	109	287	2,366	220	1,857	
South Indian Railway *viâ* Erode ..	Tadpatri and stations North ..	37	933	122	229	159	1,162	..	..	
Mettupálaiyam (Nilgiri Railway) ..	Do. ..	129	3	127	19	256	22	231	21	
Erode and stations West ..	Do. ..	744	8,461	1,461	16,661	2,205	25,122	106	653	
Mettupálaiyam (Nilgiri Railway) ..	Erode and stations East	22,136	8,122	26,569	22,267	48,705	30,389	20,661	14,608	
	Total ..	67,079	1,05,833	71,027	1,40,811	1,38,106	2,46,644	54,714	82,438	

Order—No. 1053 R., dated 30th November 1897.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Madras, 30th November 1897, No. 1054 R.

I am directed to forward, for the orders of the Government of India, the accompanying copy of a letter from the Agent, South Indian Railway, No. 862, dated the 25th August 1897, together with a copy of the extract therein referred to from his Board of Directors' letter, No. 195, dated the 30th July 1897. In these letters permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs. 17,829, which the Company propose should first, as a temporary measure, be debited to Revenue.

2. The most recent references to the Nanjangod-Erode link are contained in paragraph 7 of my letter, No. 332 R., dated the 10th May 1897, to the address of the Government of India, and in paragraph 8 of the Consulting Engineer's note therewith enclosed. Though nothing is here officially known as to the result of the Nilgiri Railway Company's proposals therein referred to, it is understood that they have been rejected by the Secretary of State.

3. The delay which has occurred in sending forward the present proposals is due to its having been considered necessary to take into consideration the strong opposition expressed by the Madras Railway Company to their system being crossed again by the South Indian Railway, and their fear of the results of the short-circuiting of traffic from Bangalore and its neighbourhood to Southern India which now passes over their line. To enable the Government of India to gauge the force of the Madras Railway Company's opposition, I am instructed to enclose a copy of their Agent's letter, No. 181, dated the 20th July 1897, and also of the paragraph of his Board's letter therein referred to, No. 957, dated the 18th June 1897. The Agent's assertion that "the loss of revenue to this company will be very serious, and it may be placed, without exaggeration, at 10 lakhs of rupees annually" has been carefully gone into by the Examiner, Guaranteed Railway Accounts, Madras, in the light of the figures for 1896, when station-to-station traffic figures first became available on the Madras Railway. But, as will be seen from the annexed statement, (see pages 12–13,) he cannot make out a greater possible loss than $3\frac{1}{2}$ lakhs gross, or, say, $1\frac{3}{4}$ lakhs of net, revenue. The Agent has been asked to fill in a form similar to that prepared by the Examiner, in order that their widely differing figures may, if possible, be reconciled: but he has so far failed to submit the figures asked for, and meanwhile this Government believes that the loss of net revenue to which the company will be rendered liable, if the proposed metre gauge connection is made, will not be greater than $1\frac{1}{2}$ or 2 lakhs annually. An earlier reference to this matter will be found in my letter to the Government of India, No. 361 R., dated the 20th June 1894.

4. Being very unwilling to treat the Madras Railway Company's protests with what might bear the appearance of lack of courtesy, this Government asked them whether they would or would not be themselves prepared to make the link on the metre gauge if offered the option of doing so; because it seems to His Excellency the Governor in Council to be quite essential that, coupling as it will do the Southern Mahratta and South Indian systems, the gauge of this important link should be the metre. Contrary to expectation the Agent, after reference to his Board, replied in the affirmative, and thus the rival claims of the Madras and South Indian Companies to make the link are not at this moment complicated by any question of gauge.

5. It appears to this Government that the loss of revenue, whatever its amount may be, to which the Madras Railway Company would be rendered liable by the construction of the Erode-Nanjangod link is unlikely to be mitigated to any great extent so long as they themselves do not control the traffic over the metre gauge section between their station at Bangalore and their station at Erode. Were the terms of the lease to the Southern Mahratta Railway Company of the Bangalore-Mysore section of the Mysore State Railway similar to those of the Mysore-Nanjangod lease, it would be in the power of the Mysore Government, should they see fit to do so, which seems unlikely, to transfer the working of the whole Bangalore-Nanjangod section to the Company working the Mysore-Nanjangod section. But it appears that the Bangalore-Mysore section cannot be removed from the Southern Mahratta Railway on brief notice; and thus, though the Nanjangod-Erode connection must, in the opinion of this Government, sooner or later be made, it seems impossible, or at least most unlikely, that any arrangement for its working can be made which shall have the effect of safeguarding the Madras Railway from the threatened loss of its earnings. But the existence of the Madras Railway cannot for ever be held up as a barrier against the building of extensions much needed to develop the country. From the State point of view the threatened loss may be viewed with equanimity, even though it must fall chiefly or altogether on the State guarantors of the Madras Railway Company's dividends, because not only is the loss likely to be balanced by gain to the South Indian Railway, but the State gains the great administrative and commercial advantage of the completion of a much needed link between two great metre gauge systems of railway.

6. Though the Madras Railway Company have, as already explained, expressed their readiness to make the link, if called upon to do so, on the metre gauge, they have made no definite offer to survey it. They have offered to survey for a connection on the standard gauge from Mettupálaiyam through Satyamangalam to Nanjangod, but this offer cannot, in the opinion of this Government, be entertained for a moment. Moreover they have not as a fact got the necessary staff to make such a survey this season, whereas the South Indian Railway Company are prepared to make it. In view of the great importance of once for all ascertaining whether a one in 40, or better, adhesion line is practicable, His Excellency the Governor in Council will be glad if the Government of India can now see their way to sanction the survey being made this season by the South Indian Railway Company, subject to certain conditions.

7. All that is at present known about the route in question is contained in the reconnaissance report which formed the enclosure of my letter No. 361 R., dated the 20th June 1894. The Consulting Engineer, Madras, in a recent interview with Mr. H. Groves, has ascertained that this reconnaissance was a somewhat cursory one and that the figures are of the roughest, and it seems very desirable that more reliable figures should be obtained as early as possible.

8. I am therefore instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode *viâ* Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghât, at a cost of Rs. 18,000 to be temporarily debited to the revenues of the South Indian Railway. The grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government; the revenues of the South Indian Railway being reimbursed for the cost of them if they should hereafter at any time be made over to another Railway Company.

9. It seems scarcely necessary to add that the permission of the Mysore Durbar shall be sought, for the survey of the portion of the route which lies within their territory, once the Government of India shall have given their consent to the proposals now sent forward.

G.O., No. 101 R., dated 20th January 1898.

Read the following papers:—

From—The Consulting Engineer for Rys.
To—The First Assistant to the Resident in Mysore.
Dated—Madras, 2nd November 1897, No. 3388.

In view of the competition which, has arisen between the Madras Railway Company and the South Indian Railway Company as to which of them shall be allowed to survey the Nanjangod-Erode alignment, in the hope of the carrying out of such survey perhaps lending weight to a claim to subsequently construct and work the link, it is important that I should know what exactly are the terms on which the

Southern Mahratta Railway Company now work, first, the Bangalore-Mysore section and, second, the Mysore-Nanjangod section of the Mysore State Railway, and what are the duration of and the period of termination of the leases.

2. I shall also be glad if you can give me any idea whether, in the event of either the Madras or South Indian Railway Company arranging hereafter, with the permission of the Government of India and of the Mysore Durbar, to make and work the link in question, the Mysore Durbar would probably be disposed to transfer to either Company the lease now in force with the Southern Mahratta Railway for working the Nanjangod-Mysore (and perhaps also the Mysore-Bangalore) section.

3. It seems obvious that Nanjangod, not being a great centre of trade, would not be a proper place for a junction between two working companies. It also seems desirable, if it should fall to the lot of the Madras Railway Company to make the link, that their working should extend over the whole Erode-Bangalore section, if possible so to arrange, inasmuch as contact is made with their main system as both these places.

4. I may mention that the Board of the Madras Railway Company have expressed their willingness to make the link, if permitted by the Government of India and the Mysore Durbar to do so, on the metre gauge; and thus the old objection to their being allowed to branch off towards Satyamangalam from Erode, viz., that of a break of gauge in the middle of what must in the future be an important trade route, no longer holds good.

5 The Madras Railway Company greatly resent permission being given to the rival Company to cross what they perhaps naturally enough regard as their legitimate territory; and with the break of gauge difficulty at an end, it may yet perhaps be considered by Government and the Durbar to be possible to respect their wishes in the matter.

From—The First Assistant to the Resident in Mysore.
To—The Consulting Engineer for Rys., Madras.
Dated—Bangalore, 31st December 1897, No. 5575 E.N.

I am directed to reply to your letter, No. 3388, dated the 2nd ultimo, in which you allude to the competition between the Madras Railway and the South Indian Railway as to which of these Companies should be allowed to survey the Nanjangod-Erode alignment, in the hope that such a survey might subsequently strengthen a claim to construct, and work the line when made. In order to enable you, to deal with this question effectively, you ask to be supplied with particulars regarding, and copies of, the working agreements with the Southern Mahratta Railway for the Bangalore-Mysore and the Mysore-Nanjangod sections of the Mysore State Railway.

2. The Southern Mahratta Railway now works (*a*) the Mysore Harihar length (296 miles); (*b*) the Yeshwantpur-Hindupur length as far as the Mysore border (51·35 miles); (*c*) the Mysore-Nanjangod length (15·75 miles). Of the foregoing three lines (*a*) is worked under an agreement between the Secretary of State and the Southern Mahratta Railway, of which a copy (to be kindly returned) is enclosed for your information.

No working agreements have as yet been definitely arrived at as regards the lines (*b*) and (*c*), pending the completion of arrangements between the Government of India and the Southern Mahratta Railway regarding that part of the Yeshwantpur-Guntakal branch—onwards from Hindupur, which lies within British Territory.

3. As regards the proposals now under your consideration, I am to say that the Durbar will gladly welcome the construction of a line from Erode to Tellicherry to be met at Satyamangalam by a prolongation of the existing line between Mysore and Nanjangod; and in order to facilitate such a project they would, if necessary, agree to either sell or lease to the Company which constructs and works the length between Satyamangalam and Nanjangod, the short piece between the latter place and Mysore.

4. It is a matter of indifference to Mysore whether the survey between Satyamangalam and Nanjangod is made by the Madras Railway or the South Indian Railway, provided it be distinctly understood that the making of this survey carries with it no subsequent claim of any sort to the right of construction and working.

The latter question obviously requires serious consideration as regards the interests of Mysore, and the effect such a construction might have upon existing lines with which that State is connected.

5. I am to suggest therefore that the two questions be kept distinct, the survey being, if possible, pushed forward in anticipation of any decision that may later on be arrived at regarding the junction of the Satyamangalam length northwards towards Nanjangod, and the agency by which the line is to be constructed and worked between Satyamangalam and that junction. The possibility that it would be more advantageous for Mysore if the Southern Mahratta Railway were to be allowed to extend from Nanjangod to Satyamangalam and to work that length, has not apparently occurred to you. Naturally the Durbar would prefer that the line be handed over to that Company from whose working the most advantageous results to Mysore generally might be expected.

6. With reference to the proposal that Bangalore form the point of junction, this would entail a modification of the existing agreement between the Secretary of State and the Southern Mahratta Railway which it might in the interests of that Company be difficult to negotiate.

Order—No. 101 R., dated 20th January 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Madras, 20th January 1898, No. 102 R.

In continuation of my letter, No. 1054 R., dated the 30th November 1897, in which permission was asked for the survey of a route from Erode through Satyamangalam to Nanjangod being made by the South Indian Railway Company, a letter to which no reply has as yet been received, I am directed to say that in communication with the Resident of Mysore it has been ascertained that the Southern Mahratta Railway Company have the contract, until the 30th June 1932, of working the Mysore-Bangalore section, as a part of the section of the Mysore part of the Southern Mahratta Railway, dealt with in the contract, dated 31st August 1887.

2. It has also been ascertained that pending the settlement of an agreement regarding that part of the Yeshvantpur-Guntakal section which lies in British territory, no contract has been made for the working by the Southern Mahratta Railway of the Nanjangod, Mysore and Yeshvantpur-Hindupur sections which lie in Mysore territory. It is, therefore, presumed that the Mysore-Nanjangod section can at any time be removed from the management of the Southern Mahratta Railway Company.

3. His Excellency the Governor in Council is of opinion that, in view of the uncertainty as to the best agency for working the proposed branch from Erode northwards through Satyamangalam to Nanjangod and possibly to Mysore, it is most advisable that no fixed contract for a longer period than a year or two at a time should be entered into with the Southern Mahratta Railway for working the Nanjangod-Mysore section, 15·75 miles.

4. Meanwhile, as in the absence of any sort of a survey of what appears to be the very difficult ghât between Satyamangalam and Nanjangod, it is impossible to intelligently consider the question of the proposed link, His Excellency in Council will be glad if early orders can be issued, as asked for in my letter, No. 1054 R., dated the 30th November 1897, for the South Indian Railway Company, to make the necessary surveys, at an estimated cost of Rs. 17,829 debitable in the first place to Revenue, without prejudice to the question of the agency by which the link shall hereafter be worked.

5. As the working season is rapidly passing away another year will be lost unless orders are issued very shortly. Moreover, there are other reasons connected with the *personnel* of the South Indian Railway Company's staff, which make it desirable to put the survey in hand at once, if possible.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 15th January 1898, No. 78 R.C.

I am directed to acknowledge the receipt of your letter, No. 1054 R., dated 30th November 1897, submitting for the orders of the Government of India, copy of a letter from the Agent, South Indian Railway Company, in which permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs. 17,829 which the Company propose should first, as a temporary measure, be debited to Revenue.

2. You state that you are instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode *viâ* Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghât, at a cost of Rs. 18,000, to be temporarily debited to the revenues of the South Indian Railway. You add that the grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government, the revenues of the South Indian Railway being reimbursed for the cost of them, if they should hereafter at any time be made over to another Railway Company.

3. In reply, I am to say that the Government of India are pleased to approve of the acceptance of the offer of the South Indian Railway to undertake a survey from Erode to Nanjangod, on the terms stipulated by the Government of Madras as set forth in paragraph 2 above, and to communicate their sanction to the estimate amounting to Rs. 17,829 of the cost of the same.

4. The sanction herein accorded is chargeable, as a temporary measure, to Revenue and has been registered as No. 1, South Indian Railway of 1898.

ORDER—No. 135 R., dated 24th January 1898.

Communicated to the Agent, South Indian Railway, for information and guidance with reference to his letter to the Consulting Engineer for Railways, Madras, No. 862, dated the 25th August 1897.

2. A copy of these Proceedings will be forwarded to the Government of Bombay for information.

[Here enter No. 136 R., dated 24th January 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for Railways.

Exd. P. Seetharam.

No. 521

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 27th May 1898.

From

The AGENT,
SOUTH INDIAN RAILWAY,

2553
1-6-98

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to the estimate mentioned in Government Order No. 135 R dated 24th January 1898 communicating sanction to a survey being made from Erode to Nanjangode, I have the honor to inform you that the separate report required by paragraph 110 of Chapter I of Volume I of the Public Works Department Code was not forwarded when submitting the estimate, and as it is necessary a temporary Assistant Engineer should be engaged for the party surveying the length between Erode and Satyamangalam, I beg that the engagement of Mr P. C. Cole as temporary Assistant Engineer on Rs 500/- per mensem may be sanctioned.

I have the honor to be,
Sir,
Your Most Obedient Servant,
A. G. Shelley
Captain R.E.
Agent.

Noted

Form No. 33.

EXAMINER
Regr. No. 300
4 - JUN. 1898
Enclosures
RAILWAY ACCOUNTS, MADRAS.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 2nd June 1898.

No. 1602

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 521, dated 27th May 1898, forwarded to the Examiner of Railway Accounts. for favour of remarks.

for E. R.

EXAMINER'S REPLY.

As the estimate for the survey contains provision for an Asst. Engineer on Rs 500 for 3 ½ months, the Local Govt. may sanction Mr. Cole being temporarily engaged for that period vide S. O. Manual page 65 para 4.

6.6.98

C. R.

From
THE AGENT,
South Indian Railway,
Trichinopoly,

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 189

No.
ENCLOSURE.

Form No. (2).

B

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

No 799 Rys dt 13/6/98.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent South Indian Ry. — } H.S. No 521 dt 27th May 98

As the Estimate for the Survey contains provision for an Assistant Engineer viz Rs 500 for 3½ months, Sanction is accorded to the temporary employment of the Asst. Collr for that period. —

CPW 7/6

G.R

To
The Agent S. I. Ry
— 4 — Extra Copies
— 4 — Consulting Engrs Rys.

Dated 8/6/98
Rl. 7/6/98

Despatched on 15/6/98