Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1162. Dy

DATED 16th Octr 1899.

Previous

G. O. No: 1302-93 R&T 19-10-98

Do 600-1-2 R&T-26-5-99

(Dispatch Abstract.)

Light Railways in Mysore

Recording Correspondence, informing Major-General R. A. Cole (retired) that there is no prospect of his being granted the Concession applied for to Construct Obtain and Work the Arsikere-Hassan-Mangalore Railway.

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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 1162 Ry., 16th October 1899.

OCTOBER.

Light Railways in Mysore

Recording correspondence, informing Major-General R. A. Cole (retired) that there is no prospect of his being granted the concession applied for to construct certain — and also the Arsikere-Hassan-Mangalore Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 852 Ry., dated 23rd June 1898.

From—Major-General R. A. Cole (retired).
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Bangalore, 7th September 1898, No. 78.

Having applied, on behalf of a proposed company to be called "The Mysore Light Railway Feeders (Limited)," to the Mysore Durbar and to the Chief Commissioner of Coorg, for the concession for constructing a light railway of 2½-ft. gauge, from Mysore *vid* Hunsur and Pereapatam to Virajendrapet in South Coorg, and thence down the Sampaji ghât to Mangalore, and by the other (Periambady) ghât to Tellicherry, I have the honour to request that the sanction of the Government of Madras may be conveyed to me to construct that portion of the proposed line which is situated in the district of South Canara.

2. It is proposed to run these light railways along the side of the existing high roads, except where the gradients, bridges, and culverts are not suitable. Such portions will be constructed separately by the company. The ghât portion will be made on the "rack system" as on the Coonoor Railway.

3. Sir Douglas Fox, the eminent Civil Engineer of London, is the Consulting Engineer for the proposed company and the Government can rely on the work being well and thoroughly carried out.

Order—No. 1302 Ry., dated 19th October 1898.

Copies of Major-General Cole's letter No. 78, dated Bangalore, the 7th September 1898, will be forwarded to the Resident in Mysore and to the Agent, Madras Railway, with a request that Government may be favoured with any remarks that they may have to make thereon. A perusal is invited of paragraphs 5 and 6 of the letter from this Government to the Government of India, No. 613 Ry., dated the 23rd April 1898, which will be found in this Government's Proceedings (copy attached) No. 852 Ry., dated the 23rd June 1898.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Resident in Mysore.
Dated—Madras, 19th October 1898, No. 1303.

I am directed to forward herewith, for favour of remarks, a copy of the Proceedings of this Government No. 1302 Ry., dated 19th October 1898, embodying an application from the Mysore Light Railway Feeders Company (Limited) for a concession for the construction of a light railway from Mysore to Tellicherry.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 15th November 1898, No. 1079.

With reference to G.O., No. 1302 Ry. of the 19th of October 1898, I have the honour to offer the following remarks :—

2. A railway between Mysore and the Western Coast can hardly, I think, be regarded as a "feeder" railway, and I strongly deprecate the construction of any such railway except on the gauge which the Supreme Government shall determine is to be the gauge of the railways on the Western Coast with which such a railway must necessarily link up. The question of the gauge to be adopted for the Calicut-Cannanore line and for its further extension north and south is now before the Government, and upon the decision of the Government depends the question of the gauge to be adopted of a railway leaving the Western Coast for Mysore.

3. We have already had short experience of a rack railway and its disadvantages, and I think the Government will be wise if it decides that the traffic to be hauled between the Coast and Mysore shall not be restricted to the limited carrying capacity of a rack railway.

4. I have already, in my letter No. 828 of the 20th September 1898, expressed the opinion that the Wynaad and Coorg districts should be regarded as within the sphere of the Madras Railway ; and if it is decided that the metre gauge is to be laid between Calicut and Cannanore, then I would suggest that an experienced survey party be instructed to survey the country for a metre gauge railway from Tellicherry before any decision is given as to whether a Coast Railway shall be started from Mangalore or Tellicherry. Railways have, from time to time, been urged to connect Mysore with Mangalore, Calicut and Tellicherry.

5. I may be wrong, but my own idea is that a railway starting from Tellicherry could be made to serve satisfactorily, with short branches, all the districts for which railway communication has been claimed ; while I am afraid if a railway is constructed to connect Mysore with Mangalore only, both Tellicherry and Calicut will continue to agitate for direct lines through the hills.

6. I attach a copy of an interesting letter bearing on the subject of General Cole's proposals, from Mr. E. W. Stoney, the Company's Chief Engineer.

Enclosure.

From—The Chief Engineer, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 7th November 1898, No. C. 1464.

[Your No. 11351/11206 of 28th ultimo.]

From an inspection of the only map at my disposal, viz., the ordnance survey of India (scale 4 miles to an inch) it would appear that the lines for which a concession is sought by General Cole would measure approximately as follows :—

Mysore to Virajendrapet	64 miles.
Virajendrapet to Tellicherry	40 ,,
Total, Mysore to Tellicherry ...	104 ,,

viâ Hunsur and Virajendrapet.

Virajendrapet to Mangalore	95 miles,

or a total of 199 miles of new branch lines.

2. From your letter No. 828 of the 20th of September 1898, I understand that the Wynaad and Coorg districts of the Madras Presidency are regarded as legitimately belonging to the Madras Railway, and the Madras Chamber of Commerce strongly endorsed this view so far back as May 1888, in their letter to the Government of Madras in which they say—

"The large tract bound by the Southern Mahratta main line and the Bellary-Kistna Railway to the north, by the south-west line of the Madras Railway to the south, by the Coromandel Coast to the east, and the Malabar Coast to the west, might have been reasonably regarded as the proper field of labour of the Madras Railway Company. The intrusion of the Southern Mahratta

Railway Company into the State of Mysore, which was placed in direct railway communication with the coast at Madras eighteen years before that company was established, is an encroachment on the legitimate field of the Madras Railway Company that must militate against the commercial prosperity of Madras and contribute to the development of Marmagoa. The Chamber attaches importance to the fact that the Deputy Commissioner of the Bangalore district had occasion a few days ago to place on record his opinion that the transfer of the Mysore State Railway to the Southern Mahratta Railway Company, which was given effect to in July last, has not benefitted the country or the railway. In the Chamber's opinion the transfer should have been made to the Madras Railway Company, in view to the eventual extension from Mysore to Coorg or the Wynaad. If the Madras line has to submit both to the shrinkage of traffic in Mysore and to the diversion of traffic from its north-west line, its prospects will be most seriously affected, and the Presidency capital inevitably sustain permanent injury. The Chamber, therefore, respectfully begs the Government to do what lies in its power to prevent the accomplishment of a mistake that its successors may have bitter cause to lament".

3. You have already recommended the construction of a metre gauge railway from Tellicherry or Calicut to Mysore, and claimed the construction of this line for the Madras Railway.

4. As the Madras Government have already, after much consideration, decided that it is most desirable to create a large metre gauge system to serve the country west of Podanur, and to give the construction and working of this to the Madras Railway Company, it would be a mistake to allow lines of another gauge to be made by a different agency in connection with these, and would, in fact, be reverting to a policy already condemned by the Government in their G.O., No. 852 R. of 23rd June 1898, in which they say "the demand for opening up Coorg has weighed greatly with this Government, &c."

5. Any new lines required in the Wynaad, Coorg or Mysore can be more cheaply constructed and worked by an old established company like the Madras Railway Company with its staff of experienced officers in all departments than by any new company.

6. In the first instance there would be saved the usual promotion expenses necessary to the formation of any new company in London, often a heavy charge, and afterwards in perpetuity the extra cost of a separate Board of Directors, Secretary and London offices, as well as a separate administrative staff in India; the aggregate of both of which would form a considerable extra charge on the net revenues of small branches. These would be saved if the lines were constructed by the Madras Railway.

7. The Madras Railway Company should also be able with its credit to obtain capital at a lower rate of interest than any new company, such as that proposed by General Cole.

8. Had the construction of the Nilgiri Railway been entrusted to this company, it would, in all probability, have been made in about two years, and at much less cost, as there would have been no lack of funds available to prosecute the work with vigour; it was, however, given to a concessionaire with the result that its construction has taken nearly seven years, with a consequent great outlay on supervision, &c., and has deprived the hills of the benefits of railway communication during most of this time.

9. The experience gained in this instance is not encouraging, and shows that the employment of new agencies is at least attended with considerable risk, without any countervailing advantages.

From—The Secretary to the Government of Mysore for Railways.
To—The First Assistant to the Resident in Mysore.
Dated—Bangalore, 26th January 1899, No. 69.

I am desired to acknowledge the receipt of your letter No. 5786, dated 29th October 1898, regarding Major-General Cole's application for permission to make a $2\frac{1}{2}$-ft. light railway from Mysore *viâ* Hunsur to Virajendrapet in Coorg and thence on one side to Mangalore through the Sampanji ghât and on the other side to Tellicherry through the Periambady ghât.

2. In the opinion of the Durbar, such a railway would be of great benefit to the tracts to be served by it. The portion of it which is in Mysore is not embraced in our present programme of railway construction by the State. Under such circumstances the Durbar have no objections to a private company being allowed to make this railway, provided the Governments of Madras and Coorg join in granting the company a concession for the entire line up to Tellicherry or Mangalore or to both places.

3. The interests of the State would, however, be better served by railway communication to Mangalore *viâ* the Manjarabad ghât, and the Durbar understand that Major-General Cole has already applied to the Government of India for a concession to make such a railway, either on the metre or $2\frac{1}{2}$-ft. gauge.

4. The other large railway extension beyond the State, which would be most useful, is the Nunjangode-Erode, regarding which I beg to refer you to my letter No. 709, dated 16th September 1898.

5. In the opinion of the Durbar, the relative importance of the three lines above referred to is as follows:—

First—Nanjangode-Erode.
Second—Arsikeri *viâ* Hassan and the Manjarabad ghât to Mangalore.
Third—Mysore *viâ* Hunsur and Virajendrapet to Mangalore and to Tellicherry.

6. The other railways immediately required are the small branches from Bowringpet to Kolar and from Dodaballapur to Chikballapur. These branches the Durbar propose constructing themselves in their own Public Works Department.

7. In returning the enclosures of your letter under reply, I am to request you will be so good as to furnish the Durbar with a copy of the Madras G.O., No. 852 Ry. of 23rd June 1898, forwarded therewith.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 9th February 1899, No. 11351/151.

In continuation of my letter No. 11351/1079, dated the 15th November 1898, I have the honour to enclose, for your information, extract of a letter received from the Board in reply to paragraph 11 of my No. 2390, dated the 1st December 1898.

Enclosure No. 1.

Extract from a letter from—The Agent and Manager, Madras Railway.
To—The Secretary to the Board of Directors, Madras Ry. Co.
Dated—1st December 1898, No. 2390.

11. *Proposed Light Railway from Mysore to Mangalore.*—I forwarded by the mail of the 17th ultimo a copy of G.O., No. 1302 Ry., dated the 19th October 1898, requesting my views on the construction of a proposed light railway of 2′ 6″ gauge from Mysore to Mangalore. I also then sent you a copy of my reply to the Consulting Engineer, dated the 15th ultimo, together with a copy of Mr. Stoney's letter therein referred to. I trust that my views on the subject have the approval of the Board.

Enclosure No. 2.

Extract from a letter from—The Secretary to the Board of Directors, Madras Ry. Co.
To—The Agent and Manager, Madras Railway.
Dated—13th January 1899, No. 988.

"10. *Regarding 2′ 6″ light railway from Mysore to Mangalore.*—In reply to paragraph 11 of No. 2390, I am directed to inform you that the Board entirely endorse the view taken by you and the Chief Engineer that a proposal by a new company to construct a 2′ 6″ light railway from Mysore to Mangalore cannot be entertained. A railway between those two places will, in communication with the Mysore State, naturally form part of the metre gauge system for the western districts to be constructed by the Madras Railway as part of the scheme now under discussion, if approved by the Government of India."

From—Major-General R. A. Cole.
To—The Consulting Engineer for Railways, Madras.
Dated—Fairleigh Sidmouth, Devon, England, 5th April 1899.

I have the honour to inform you that I have applied to the Government of India for the concession of constructing the line of railway from Arsikere on the Southern Mahratta Railway in Mysore to Hassan, and thence by the Manjarabad ghât to Mangalore, as a light railway feeder, between those two places.

2. I may here state that, before leaving Bangalore, the Dewan of Mysore asked me and my syndicate to undertake this line, either on the plans and estimates of Mr. Gilchrist, the Engineer who surveyed the line, or on the light metre gauge along the existing high road; in the latter case our Company would alter the gradients and build separate bridges, culverts, and drains wherever the existing ones require it.

3. In either case it is proposed to negotiate the Manjarabad ghât on the rack-system. I have the honour to request the sanction of the Government of Madras to constructing the line between the frontiers of Mysore and Mangalore. It is proposed that the Government guarantee of 2½ per cent. is to be made. I believe that this is the guarantee allowed by the Government of Travancore for the extension in that territory.

4. I have also applied for the concession of a line from Mysore to Hunsur and Periapatam, and thence on to Virajendrapet in the province of Coorg, and thence down the Sumpaji ghât to Mangalore, with a branch line from Virajendrapet to Tellicherry. This is to be on the light metre gauge along the high road, except where the gradients, bridges, culverts, &c., would not be able to carry the line. These would have to be reconstructed by the Company. I have the honour to request the sanction of the Government of Madras may be accorded for the construction of these lines, over portions of land lying between the frontiers of Coorg and Mangalore and Tellicherry respectively. It is also hoped that the guarantee of 2½ per cent. may be accorded to this line also.

5. I may here state that Sir Douglas Fox, the eminent Civil Engineer of London, is our Consulting Engineer, and every confidence may be placed in our carrying out all works to the entire satisfaction of the Government.

From—The Resident in Mysore and Chief Commissioner of Coorg.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.
Dated—Ootacamund, 11th May 1899.

I waited to answer your letter, of the 15th ultimo, until I could see the Dewan of Mysore, and discuss the case as regards railway connection between the Mysore plateau and the West Coast to Mangalore, or elsewhere, with him. He has now sent me a memorandum, copy of which I enclose, as it will show exactly what his views are. You will see that he is prepared, on behalf of Mysore, to meet the cost of any further survey necessary in Mysore territory, and further he holds out a promise that the Durbar will provide funds for the construction of that part of the line which may lie within the limits of their State. In conversation he has told me that, looking to the necessarily speculative character of the work, it will, in his opinion, be difficult to induce any *bonâ fide* working company to undertake the whole project unaided; and he is probably right, though you may perhaps be able to induce a company to embark on the enterprise, with Mysore as a partner, and participating in the profits on the basis of capital expenditure.

2. Naturally as a Mysorean the Dewan is in favour of the more direct route from Mysore to the sea, but looking at the whole question from a broader standpoint, the advantages of a route to Tellicherry must also be considered. The opinion in Coorg —an interested opinion of course—is that the ghâts there, down to the West Coast, are easier than the Mangalore (Manjarabad) route; but there is one point which may perhaps be regarded as free of all doubt, viz., that it would not pay to make two lines, fairly near each other, down such steep ghâts as that to Tellicherry as well as to Mangalore; therefore the obvious course appears to be to survey both ghâts for, say, a 2′ 6″ line, to be worked possibly on the same methods as the Darjeeling Railway. With a continuation of the existing line, from Bangalore to Mysore southwards to meet one from Erode to Tellicherry, the interests of the Mysore planters, and certainly of the Coorg planters, would be sufficiently well served. If, as there is reason to hope, the Tellicherry ghât is easier than that leading down to Mangalore, or indeed if both routes are about equal, the advantages of the former port over the latter are so considerable, as to render it almost imperative to discard Mangalore altogether.

3. The Dewan expresses some preference for the rack-system as presenting a solution for the difficulties of the abrupt descent, in a short length, of the Mangalore ghât; the load of a rack railway is so small, however, that in the present case the project could not possibly prove remunerative.

* * * * *

P.S.—Since writing this letter I understand from the Dewan that, rather than provide capital for the line within Mysore limits, he would prefer that the State should under-write any guarantee necessary, and from what he has heard of the Cochin State Railway terms he is rather attracted towards that form of engagement. If, however, the Tellicherry route is adopted, the connection of Mysore with the scheme of descent to the West Coast would presumably be confined to a short extension of the Bangalore-Mysore-Nanjangode line.

Enclosure.

Memorandum from—The Dewan of Mysore.
To—The Resident in Mysore and Chief Commissioner of Coorg.
Dated—Ootacamund, 1st May 1899.

The Arsikere-Mangalore Railway.

This most useful work is in abeyance, because of its prohibitive cost according to Mr. Gilchrist's survey.

2. The main elements of this survey are—

Total length	Miles 137·29
Total cost	Rs. 1,86,88,646
Cost per mile	„ 1,35,118

3. The heaviest ghât work included in the above begins at the 63½ mile from Arsikere and continues for 15½ miles up to the frontier. In this length a descent of 1,650 ft. is accomplished at a mileage rate of 3½ lakhs, that is for a total cost of 54½ lakhs. By adopting the rack system with, say, a gradient of 1 in 12½ as on the Nilgiri Railway, the descent of 1,650 ft. can be accomplished in some 4 miles at a total cost of about 9 lakhs. The adoption of such an alteration *viz.*, the substitution of four miles of the rack for 15½ of the adhesive system for the steepest ghât portion) would give us the following approximate figures:—

Total length	Miles 125
Total cost	Rs. 141 lakhs.
Cost per mile	„ 1,12,000

4. Even the reduced cost as above would not make the work reasonably remunerative. Moreover it would be desirable to avoid resort to the rack-system on a railway of this kind.

5. Under such circumstances, it is desirable to investigate the feasibility of a light railway (on the 2½′ or even 2′ gauge) for giving us the much required railway communication between Arsikere or other convenient point on the metre gauge Mysore State Railway and Mangalore on the West Coast. A light railway of this kind would be found sufficient for many years to come, and its average mileage cost (I believe) need not exceed Rs. 30,000. The existing ghât road can be utilized in part so as to reduce the cost as far as possible. A moderate average rate of speed would be quite sufficient for the kind of traffic to be carried, and on the steeper grades this rate could be considerably reduced, so as to economize the cost of working.

6. Arsikere was selected as the junction for a metre gauge branch, because of engine accommodation, &c, at that place. With the change of gauge now proposed it is not essential that the junction should be at Arsikere. Nor would I regard the Manjarabad ghât as the only available route for the proposed railway. Where the new railway should take off and what particular ghât it should follow should be decided, after due investigation of the country, upon grounds of cheap construction and economical working. Possibly Tiptur would be a good point from which the new railway should start, if it is to go by Hassan and the Manjarabad ghât, as by taking it from Tiptur the difficult country between Arsikere and Hassan would be avoided. If the bund ghât is the better route, then possibly the line should start from Banawar, and cross the Yegachi at Belur on the road bridge and reach the top of the ghât *viâ* Mudigere. Such a line would have to be connected by branches with Chikmuglur and Hassan. These are details which have to be settled by a thorough investigation of the country.

7. Thus the first step required is a proper survey and estimate of the entire line on the basis of a 2½′ or 2′ gauge. The Durbar are willing to join the Madras Government in getting such a survey made at once and to provide the funds required for the portion of the line within the frontier. It is only by means of such a survey and estimate, we can definitely decide upon the merits of the proposed railway.

8. If we are able to arrive at a favourable decision, the Durbar will be prepared to construct the portion of the line within their frontier, if the Madras Government will do or get done the portion up to Mangalore. The understanding should be that the entire line up to Mangalore is to be regarded as one undertaking and to be managed by the same agency, the net profits being divided between the two Governments in the proportion of the capital cost of their respective sections.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Govt. of Madras, P. W. Dept., Railway Branch.
Dated—Simla, 24th April 1899, No. 43 R.P.

I am directed to forward, herewith, copy of the papers relating to an application from Major-General R. A. Cole, retired, to construct certain light railways in Mysore, as also the Arsikere-Hassan-Mangalore Railway and to say that the Government of India will be glad to be favoured with the views of the Government of Madras on the proposals.

2. It will be seen from letter No. 4926, dated 22nd September 1898, from the Resident in Mysore to the address of the Foreign Department, which forms one of the enclosures to this letter, that the Mysore Durbar are unfavourable to Major-General Cole's proposals, but before acting on their suggestions, the Government of India desire the opinion of the Government of Madras on the matter.

Enclosure No. 1.

Memorandum from—The Secretary to the Government of India, Foreign Department.
Dated—Simla, 13th April 1899, No. 953 I.B.

A copy of the undermentioned correspondence is forwarded to the Public Works Department for consideration.

Enclosure No. 2.

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of India, Foreign Department.
Dated—Bangalore, the 14th April 1898.

I have the honour to state that I applied to the Government of Mysore last year for the concession for constructing tramways, or light railways, as feeders to the existing railways in Mysore. Colonel Bowen, R.E., the late Chief Engineer of Mysore, went carefully over the proposed lines with me, and accorded his approval to my proposals, which he laid before the Dewan of Mysore, Sir K. Sheshadri Iyer, K.C.S.I.; and, with his consent and approval, those proposals were sent on to the Resident of Mysore, for submission to the Government of India for sanction.

2. It seems, however, that the negotiations for such concessions in Native States have been reserved *ab initio* by the Government of India; and the Secretary to the Government of Mysore, in his letter No. 342—2051 of the 11th instant, copy annexed, has directed me to submit the matter to the Government of India.

3. I would beg to annex copy of my letter of the 6th January last to the Chief Engineer of Mysore, and to submit a map of Mysore with the several lines laid down in red ink.

4. With the view of protecting the interest of the existing railways, I proposed that, when any existing railway had to be extended, my proposed company, "The Light Railways of Mysore, 2nd," should give way and remove the rails on some reasonable notice being given.

5. The rails to be laid along one side of the existing roads, with diversions, when necessary, and all bridges, culverts, drains, &c., to be strengthened, or re-built in part, wherever the Chief Engineer considers necessary. This was approved by Colonel Bowen. The gauge, weight of rails, steel sleepers, engines, carriages, and vans will all be on the lines of the "Barsi Light Railway" lately opened; but I presume all these details will be left for the Mysore authorities to deal with.

6. It is proposed to carry the line on from the Gersoppa Falls to the old port of Honore. This port is really a back-water, some 5 miles long by 2 miles wide, with the entrance only 300 feet wide between two hills, with a dangerous bar across.

I am addressing the Government of Bombay to submit an application for a concession to construct a good harbour at Honore, which would be dealt with and carried out by Sir Douglas Fox, the eminent Civil Engineer. Such a harbour would give an outlet to the north of Mysore, and to all that portion of the Southern Mahratta Railway system.

7. After twenty-two years' zealous service in the old Mysore Commission, I take the deepest interest in the welfare and prosperity of Mysore and Coorg; and I trust that the Government of India will accord the requisite sanction to my proposals, which have received the cordial approval of the Dewan, Sir K. Sheshadri Iyer, K.C.S.I., and Colonel Bowen, R.E., the late Chief Engineer of Mysore. The fact of Sir Douglas Fox, C.E., being associated with me as the Consulting Engineer, is a sufficient guarantee that all the works will be satisfactorily and energetically carried out, and I would venture to solicit that early orders may be passed on the subject.

Enclosure No. 1 in No. 2.

From—Major-General R. A. Cole, Retired.
To—The Chief Engineer of Mysore, Public Works Department.
Dated—Bangalore, the 6th January 1898.

I have the honour to acknowledge the receipt of your letter No. 6656 of 27th December last, and to subjoin the list of the roads, for which I seek the concession of tramway and light railway feeders to the existing railways in these territories—

1. Bowringpet to Kolar Town, thence to Srinivaspur and the Cuddapah Frontier, with a cross line to Chikballapur.
2. From Shimoga to the Gersoppa Falls.
3. From Maddur to Sivasamudram Falls of the Cauveri.
4. Holalkere to Chitaldrug.
5. From Mysore to Hunsur, and thence to Virajendrapet in Coorg.
6. From Tarikere, *viâ* Lakvalli, to Koppa.
7. From Kadur to Chikmagalur.
8. From Yellanka for Bangalore to Chikballapur.
9. From Tumkur *viâ* Siva to Chitaldroog.
10. From Bangalore to Oossoor.
11. From Mysore *viâ* Hole-Narsipur to Hassan, along the valley of the Cauveri and Hemavati rivers.
12. From Harihur to Honnali, and thence through the Honnali Goldfields to Shimoga.

N.B.—These have been since applied for.—R. A. Cole.

2. I would deprecate any restriction to one or two roads only, as the lines would not be long, and one or two lines would be too petty for capitalists to embark in. I would urge that the larger and more comprehensive scheme, sketched out by me, should receive the sanction of the Durbar, and that the several lines should, more or less, be simultaneously pushed forward, so as to ensure the more speedy development of the feeder traffic, the interests of the Government and the public, as also of the shareholders of such a Company as would be in the position to push these feeder lines in all directions. I have already agreed that the feeder lines should give way whenever, and wherever, any regular railway is commenced; and I trust that you will kindly urge on the Durbar the advantages of having a large and powerful Company, and of the development of the several lines as proposed by me, pushed forward with as little delay as possible.

Enclosure No. 2 in No. 2.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole.
Dated—Bangalore, the 11th April 1898, No. 342—2051.

In continuation of Colonel Bowen's letter to you, No. 54—380, dated 19th January 1898, I am desired to inform you that your application for a concession to make certain tramways in Mysore may be submitted through the Government of India. I am to add that it is desirable that your application should contain full particulars of the concession sought.

Enclosure No. 3.

From—Secy. to the Govt. of India, Foreign Dept.
To—The Resident in Mysore.
Dated—Simla, the 16th May 1898, No. 1339-I.B.

I am directed to forward a letter from Major-General R. A. Cole, Retired, applying for a concession for the construction of tramways or light railways in Mysore.

2. The Government of India will be glad to know the views of the Mysore Government, together with your own opinion on the scheme.

Enclosure No. 4.

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of India, Foreign Department.
Dated—Bangalore, the 24th August 1898.

I have had the honour to submit proposals for a comprehensive scheme of light feeder railways in Mysore, which is now under the consideration of the Mysore Darbar on reference from the Government of India.

2. I have had a long interview with Sir K. Seshadri Iyer, K.C.S.I., the Dewan of Mysore, and gone through the papers connected with the construction of the proposed railway from Arsikere to Hassan and Manjarabad in Mysore, and thence to Mangalore in South Canara.

3. The Mysore Durbar would appear to have decided to carry out the line from Arsikere to Hassan, but the construction of the line to Mangalore seems to be considered as too expensive on the lines laid down in Mr. Gilchrist's survey; and it is estimated by the Agent of the Southern Mahratta Railway Company that the resulting traffic would not yield more than 1 per cent. on the capital. It has, however, been shown by the Planters' Associations that the returns would yield 4½ per cent. There is no doubt that the opening out of a new railway causes a great increase in the traffic, and I would beg to request that the concession of the line from Hassan to Mangalore may be granted to me and my proposed Company, the "Mysore Light Railway Feeders, Ld.," on the same gauge as the Southern Mahratta Railway Company, allowing a 3 per cent., interest to be paid out of the capital account during construction (under clause 1, paragraph 3 of the Resolution of the Government of India No. 514-R.C. of the 17th April 1896).

4. As an alternative, I would propose that the extension from Hassan to Mangalore should be on our proposed light railway gauge of 2½ feet. Such feeder lines are proposed to be run along a portion of the existing roads except where the gradients, bridges and culverts were not suitable. The cost of construction of such a line would be enormously less than the estimates given by Mr. Gilchrist, and the profits correspondingly much higher and more certain. The portion of the line down the Ghats would, in any case, be on the rack system like the new Coonoor Railway to the Nilgiri Hills.

5. The only objection to the smaller gauge would be the "break of bulk" at Hassan; but as all the coffee would be brought to Hassan and Saklaspur, this objection would not be so important.

6. The fact of Sir Douglas Fox, the eminent Civil Engineer of London, being our Consulting Engineer, and of Sir Julian Danvers, the great authority on railways, being associated with me, would, I would fain hope, convince the Government, and the Mysore Durbar, that any concessions granted to us would be energetically and successfully carried out.

7. As the subject of the Arsikere to Mangalore Railway is now under the consideration of the Mysore Durbar, I would venture to submit copies of this letter to the Durbar, to the Resident of Mysore, and to the Government of Madras.

Enclosure No. 5.

From—The Resident in Mysore.
To—The Secretary to the Government of India, Foreign Department.
Dated—Bangalore, the 22nd September 1898, No. 4926.

In reply to your letter No. 1339-I.B., dated 16th May 1898, forwarding a letter with enclosures and map from Major-General Cole, Retired, asking for a concession to construct tramways or light railways in Mysore, I have the honour to forward copy of a letter, No. 715, dated the 14th August 1898, with accompaniments, from the Durbar.

2. The view taken by the Dewan is unfavourable to Major-General Cole's proposals, and without discussing these in detail it seems to me abundantly clear that if any light railways are to be constructed in Mysore the Durbar should make and own them entirely. The undertaking, if the lines are carefully selected, gives promise of considerable advantage, and there is no reason why any portion of the benefit derivable from such a project should be appropriated by a Company. Mysore has a well-ordered Public Works Department, and may safely be trusted, as funds are available, to construct her own light railways without the intervention of promoters.

3. For these reasons I would suggest that Major-General Cole be informed by the Government of India, as I have already ventured to inform him personally, that there is no prospect of his obtaining the concession he has applied for.

4. In this connection I would invite attention to my (confidential) letter No. 2583, dated 23rd May 1898.

Enclosure No. 1 in No. 5.

From—The Secretary to the Government of Mysore for Railways.
To—The First Assistant Resident in Mysore.
Dated—14th August 1898, No. 715.

I am desired by the Durbar to acknowledge the receipt of your letter No. 2695—74-98, dated 1st June 1898, asking for an expression of their opinion upon Major-General Cole's application for a concession to make light railways in Mysore, and in reply to submit the following observations.

2. As Major-General Cole has appended to his application copies of two letters dated 6th January 1898 and 11th April 1898 out of the correspondence between him and this office, and as reference to the entire correspondence is necessary to explain the views held by the Durbar, copies of the letters noted hereunder are forwarded herewith:—

(1) Major-General Cole, to Secretary, P.W. Dept., dated 12th December 1896.
(2) Secretary, P.W. Dept., to Major-General Cole, dated 27th March 1897, Camp No. 16.
(3) Major-General Cole, to Secretary, P.W. Dep., dated 3rd December 1897.
(4) Secretary, P.W. Dept., to Major-General Cole, dated 17th Dec. 1897, No. 961—6546.
(5) Major-General Cole, to Secretary, P.W. Dept., dated 18th December 1897.
(6) Secretary, P.W. Dept., to Major-General Cole, dated 27th December 1897, No. 6656.
(7) Major-General Cole, to Secretary, P.W. Dept., dated 6th January 1898.
(8) Secretary, P.W. Dept., to Major-General Cole, dated 19th Jan. 1898, No. 54—380.
(9) Secretary, P.W. Dept., to Major-General Cole, dated 11th April 1898, No. 342—2051.

3. In Colonel Bowen's letter of the 17th December 1897, Major-General Cole was distinctly informed that the Durbar were not disposed to give anything in the shape of a monopoly or what would in any way tie them down in the future as to railway extensions or concessions to others, but that they could, if desired, grant leave to construct tramways on one or more specified roads. At that time Major-General Cole was understood to be an applicant for tramways, and not railways. His reply of 18th December 1897 actually accepted the express condition of removing the proposed tramways wherever the State wished to build a railway. The limited scope of proposed tramway concession was again referred to in Colonel Bowen's letter of the 27th idem, wherein he was asked to specify the one or two roads upon which he sought to make his tramways. Upon this Major-General Cole wrote his letter of 6th January 1898, a copy of which is an enclosure to his present application to the Government of India. In this letter he deprecated his being restricted to one or two roads, as the lines would be too petty for capitalists to embark upon, and he urged consideration of the comprehensive scheme already put forward by him for the making of railway feeders in all parts of the State as per the long list appended to his letter. This in effect was asking for what the Durbar had already declined to grant in Colonel Bowen's letter of 17th December 1897, but the whole matter was brought to rest for the time being by the letter which Colonel Bowen wrote on 19th January 1898, by direction of the Officiating Dewan, Sir K. Sheshadri Iyer being then on leave, informing Major-General Cole that his application would be considered after the passing of a Tramway Regulation for Mysore, and meanwhile calling his attention to the provisions of the Indian Tramways Act, XI of 1886, and to the distinction between tramways and light railways.

4. Major-General Cole's present application to the Government of India is *expressly* for a concession to make twelve railways of the pattern of Barsi Light Railway to serve as feeders to railways already existing or under construction. The list includes nearly all feeder lines likely to be required in this State for many years to come, and the Durbar have no hesitation in saying that it would be most undesirable to grant to any single person or Company a concession of the scope of the one for which Major-General Cole is an applicant. His scheme, beginning originally as a proposal to use *motor* cars on Mysore roads and afterwards altered into one for making and working tramways on selected roads, has now obtained the magnitude of a programme to satisfy the present and future wants of the State in the matter of railway communication. Major-General Cole in putting forward such a scheme has at heart the welfare of Mysore, and the Durbar, while fully appreciating his desire to develop the resources of the State, in which he takes such deep interest by reason of his long connection with it, entertain serious doubts as to the scheme put forward by him being capable of practical realization. The Durbar are not aware that he has investigated the traffic prospects of any of the lines he asks to be permitted to construct, nor does his application comply with the Government of India Resolution, dated Simla,

17th April 1896, No. 514-R.C., regarding the terms on which the Government are prepared to consider offers for the construction, by the agency of private Companies, of branch lines forming feeders to State Railways. Under such circumstances the Durbar much regret being compelled to come to the conclusion that the grant of the large concession which Major-General Cole now applies for would be undesirable in the interest of all concerned.

5. If his proposal were to make one or two small railways, in localities offering a fair prospect of remunerative returns, the Durbar would probably not decline to investigate the same on its merit, but as apparently he is disinclined to make a moderate proposal of this kind (*vide* paragraph 2 of his letter of 6th January 1898), it is unnecessary to enter into any details at present.

6. The views of the Durbar regarding railway extensions in Mysore are already before the Resident. The policy of the Durbar in the matter of such extensions has always been—and still is—to construct them, where really necessary or likely to be at all remunerative, out of State capital and to make arrangements with existing Railway Companies for the working of them upon the usual terms.

7. Among lines included in Major-General Cole's list, Bowringpet to Kolar and Dodballapur to Chikballapur are already under investigation by the Durbar with the object of their construction being undertaken by the State, but the question of the gauge is still undecided. The Durbar have no information before them that any of the other lines in Major-General Cole's list offers any prospect of remunerative traffic.

8. Enclosures of your letter are returned.

Enclosure No. 1.

From—Major-General R. A Cole, Retired.
To—The Chief Engineer of Mysore, Bangalore.
Dated—The 12th December 1896.

I have the honour to request that the Dewan of Mysore may be pleased to grant me the sole concession of working the roads, noted in the schedule, as feeders to the existing railways, with motor cars for both passengers and goods along the existing roadways or on tramways laid down thereon. I have made arrangements in London for a syndicate to carry out all such works, and Sir Douglas Fox, the eminent Engineer, will be the Consulting Engineer.

Schedule.

(1) Feeder from Bowringpet to Kolar Town.
(2) „ from Chitaldrug to Holalkere.
(3) „ from Kadur to Chikmagalur.
(4) „ from Shimoga to the Gerosoppa Falls.
(5) „ from the City Terminus to the new Targara Pettah or Chamraj Petta.
(6) „ from Bangalore City Terminus to Devanhalli and Chota Ballapur.

Enclosure No. 2.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole, Retired.
Dated—Camp Ootacamund, 27th March 1897, No. 16.

In reply to your letter dated 12th December 1896, asking for sole concession to work certain specified railway feeders, and roads in the Mysore Province by means of "motor cars" or by tramways, I have the honour, by desire of the Durbar, to inform you that the sole concession for use of motor cars cannot be granted, as public roads are free to all, and the public can run any kind of vehicles they like along them, provided they are not dangerous or a nuisance; and, before any concession can be granted for a tramway along the particular roads specified (excepting Nos. 5 and 6 in your schedule, for which others are already in the field), it will be necessary for you to give full particulars of what you ask for, what you are prepared to do, and what guarantee you are prepared to offer for due execution of what you undertake.

Enclosure No. 3 (*a*).

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of Mysore, Public Works Department.
Dated—The 3rd December 1897 (demi-official).

I send herewith my reply anent my proposed tramway lines as railway feeders. Pray kindly push the matter on as soon as possible, as I want to begin all the financial arrangements at once. Can your office sell or lend me a good road map of Mysore.

Enclosure No. 3 (*b*).

From—Major-General R. A. Cole, Retired.
To—The Chief Engineer in Mysore.
Dated—Bangalore, the 3rd December 1897.

With reference to your reply regarding my application for the concession of certain lines as railway feeders, I have the honour to state that it is proposed to work those lines by motor or steam tram-cars, and I shall feel much obliged by your informing me what sort of guarantee is required. I would submit that the fact of my friends in London having secured the services of Sir Douglas Fox, the eminent Engineer, as our Consulting Engineer, is a sufficient guarantee, and I would venture to suggest that the concessions be granted, subject to the work being commenced and completed within certain periods.

2. In addition to the lines already applied for, I would beg to request that the line from Muddur to Kollegal, *viâ* Sivasamudram, may also be granted to me, as far as it may lie within the territories of Mysore.

3. I would beg to request the early sanction of the Government, as it is proposed to begin the line from Shimoga to the Gersoppa Falls as soon as possible, so that it may be ready to act as a feeder as soon as the railway from Birur to Shimoga is opened. The other lines would also be put in hand as soon as possible after the concessions are granted.

4. It is proposed to lay the tram rails along the existing roads, or to take up land parallel with the roads. The former would enable us to complete the lines sooner.

5. The concessions to be for thirty years, with the option of renewal, or the lines to be taken over by Government at a valuation.

6. I also beg that we may be allowed the option of carrying on the tramway line from Bowringpet to Kolar Town, or to Chintamani and Srinivaspur on to the Cuddalore Frontier.

Enclosure No. 4.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A Cole, Retired.
Dated—17th December 1897, No. 961-6546.

In reply to your letter dated 3rd instant, regarding concession of certain roads in the Mysore Province for the working of some by "motor or steam tram cars," I have the honour to invite your attention to my letter Camp No. 16, dated 27th March 1897, pointing out that the concession for use of "motor cars" could not be granted for the reasons therein specified.

2. As regards tramway lines, the Durbar are not disposed to give anything in the shape of a monopoly, or what will in any way tie them down in the future as to railway extensions or concessions to others. But if you wish it, the Durbar can grant you leave to construct tramways on one or more of the specified roads (such grants alone being possible) on the following conditions:—

(1) that such grants do not affect the liberty of Government to allow others to construct similar or other tramways elsewhere.
(2) that the grantee claims no compensation, if it be hereafter decided to construct a railway where a tramway has been allowed.

3. If you are prepared to negotiate on the above basis, the Durbar will submit the matter in due course for the consent of the Government of India, such consent being necessary before any concession can be given.

Enclosure No. 5.

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of Mysore, Public Works Department.
Dated—Bangalore, 18th December 1897.

I have the honour to acknowledge the receipt of your reply No. 961—6546, of the 17th instant, and to state that as regards the "motor cars" my friends are securing in London the patents for India, so that we might be able to retain, or let on private, the use of all motor engines, passenger carriages, and goods trucks, and only let out the use of motor private carriage vans in towns, etc.

2. As regards tramway lines, I would beg to accept with my best thanks the conditions (1) and (2) laid down by the Durbar, and to request that the Durbar may be pleased to submit the concession for the consent of the Government of India.

3. As regards the condition (2), of course the Durbar will be able to give sufficient notice of the intention to construct a railway and would allow the tram line to be removed and placed, if considered desirable, in further extension as a feeder to the new terminus of any such railway.

4. I understand that the Madras Railway Company has proposed the extension of that railway from Bowringpet to Kolar, so that my application would be for the same line to run from Kolar to Srinivaspur and from thence to the Cuddapah frontier, and through Chintamani to Chikballapur. The Madras Railway Company propose some twelve such extensions, and as no doubt considerable time may elapse before the line to Kolar may be commenced or completed, I trust that the tram lines from Bowringpet to Kolar may be allowed as soon as possible, under the condition (2) of your letter under reply.

5. I would venture to state that I began life as a Civil Engineer, and that I have passed the Government examinations as a Surveyor and as a Civil Engineer, and that the Durbar can fully rely on all works being thoroughly and carefully executed.

Enclosure No. 6.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole, Retired.
Dated—27th December 1897, No. 6656.

I have the honour to acknowledge the receipt of your letter, dated 18th instant, and to request that you will be good enough to specify exactly the one or two roads for which you seek in the first instance concession of tramway rights.

Enclosure No. 7.

From—Major-General R. A. Cole, Retired.
To—The Chief Engineer of Mysore, Public Works Department.
Dated—Bangalore, 6th January 1898.

See Page 9 of Proceedings.

Enclosure No. 8.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole, Retired.
Dated—19th January 1898, No. 54—380.

With reference to your letters Nos. 21 and 24, dated the 6th and 8th instant, specifying the roads in this province for which you seek concessions for construction of tramways or light railways, I have the honour, by desire of the Durbar, to inform you that your application will be considered as soon as the "Mysore Tramways Regulation" now under their consideration is passed. In the meantime, I am to invite your attention to the several provisions of Act XI of 1886, entitled the "Indian Tramways Act," and to the report of the Select Committee on the Tramway Bill (published in the *Gazette of India*, dated 27th March 1886, Part IV, pages 215 to 227), in which a distinction is made between a "tramway" and a "light railway."

Enclosure No. 9.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole, Retired.
Dated—11th April 1898, No. 342—2051.

See Page 9 of Proceedings.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 30th May 1899, No. 73 R.P.

The undermentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for consideration in continuation of Government of India letter, No. 43 R.P., dated the 24th April 1899.

Enclosure No. 1.

From—The Secretary to the Government of India, Foreign Department.
To—The Resident in Mysore.
Dated—26th May 1899, No. 1377 I.B.

With reference to the correspondence ending with your letter, No. 4926, dated the 23rd September 1898, I am directed to forward a copy of a letter, dated the 6th April 1899, from Major-General R. A. Cole (retired), in which he asks for concessions to construct the Arsikere-Hassan-Mangalore Railway, and a light feeder line from Mysore to Mangalore, *via* Hunsur, Periapatam and Virajendrapet, with a branch line to Tellicherry.

2. The Government of India would be glad to have your opinion on the proposed scheme, and to know whether the Mysore Government have reconsidered their refusal to grant a concession to General Cole.

Endt. by the Secy. to the Govt. of India, Foreign Department, dated Simla, 26th May 1899, No. 1378 I.B.

A copy of the foregoing letter, with enclosure, is forwarded to the Public Works Department for consideration, in continuation of the endorsement from the Foreign Department, No. 953 I.B., dated the 13th April 1899.

Enclosure No. 1 in No. 1

From—Major-General R. A. Cole.
To—The Secretary to the Government of India, in the Foreign Department.
Dated—Fairleigh Sidmouth, Devon, England, 6th April 1899.

With reference to my proposals, made last year, for the construction of light railway feeders to the lines in the province of Mysore, I have the honour to state that the Dewan of Mysore has not approved of all my proposals therein laid down; but has suggested that we should take up the construction of the line from Arsikere on the Southern Mahratta Railway lines to Hassan and thence, *viâ* the Manjarabad ghat, to Mangalore. I would now beg to suggest that the sanction of the Government of India be given to the construction of this line on the estimates of Mr. Gilchrist's surveys, or as a light railway feeder along the high road, except where the gradients, bridges, culverts, drains, etc., may call for any alteration.

2. I would also venture to hope that the Government guarantee of 2½ per cent. be allowed for the construction of the line.

3. I would also beg to request the concession to form a light railway feeder from the town of Mysore to Hunsur and Periyapatam and thence on to Virajendrapet in the province of Coorg and thence on by the Sampanji ghat to Mangalore, with a branch line to Tellicherry. I trust that the guarantee of 2½ per cent. be also allowed for this line.

4. By the former lines the coffee planters of Mysore will have an outlet for their coffee to Mangalore; and by the latter line the planters of Coorg will also have a similar outlet for their produce.

5. As intimated in my correspondence last year, Sir Douglas Fox, the eminent Civil Engineer of London, will be our Consulting Engineer, and the Government may rely with all confidence on our carrying out the works to its entire satisfaction.

From—The Resident in Mysore and Chief Commissioner of Coorg.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Ootacamund, 12th May 1899, C. No. 22.

With reference to your letter No. 1303 Ry., dated the 19th October 1898, regarding the concession for the construction of a light railway from Mysore to Tellicherry by the Mysore Light Railway Feeders Company (Limited), and subsequent reminder of the 15th February 1899, I have the honour to enclose, for information, copy of a letter No. 69,* dated the 26th January 1899, from the Secretary to the Government of Mysore for Railways, containing an expression of the views of the Durbar on the subject.

* See page 4 of Proceedings.

2. I need only add that General Cole's offer is of too general a nature to be seriously considered. So far as I am aware, the routes to which he alludes have not been surveyed, and it is therefore impossible to say whether a railway can be advantageously constructed in the directions indicated. Nor does it appear at all certain whether General Cole's enquiry has the necessary financial backing behind it. Presumably, the General is not a capitalist himself, and it is more than doubtful whether any company would embark on such an enterprise, unless clear data were available on which to found some promise of remunerative investments.

3. Under these circumstances it is impossible for me to advance any definite opinion upon the advisability of granting the concession applied for, further than saying that a line from Mysore to Virajendrapet with two extending branches as proposed, would be very advantageous from the point of view of easy connection with the coast, and that if a survey, without conditions of any sort, be made, every facility for the work will be provided.

Order—No. 600 Ry., dated 26th May 1899.

The Government of India and Major-General R. A. Cole (retired) will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 26th May 1899, No. 601 Ry.

I am directed to acknowledge the receipt of your letter No. 43 R.P., dated the 24th April 1899, and to inform you that this Government, having already been addressed by Major-General R. A. Cole, retired, has been in communication with the Resident of Mysore and Chief Commissioner of Coorg on the subject, and that Lieutenant-Colonel Donald Robertson's views (as expressed in the accompanying copy of his letter, C. No. 22, dated the 12th May 1899, with its enclosure) are fully concurred in. This Government, though not concerned with the agency which the Durbar may see fit to employ for the construction of light railway and tramways within Mysore boundaries, is interested in seeing that no arrangements are drifted into which may hereafter cause embarrassment when feeders from the Coorg and Mysore plateaux to the ports of Tellicherry and Mangalore come to be dealt with.

2. His Excellency in Council is strongly of opinion not only that such intermediate agency as that profferred by Major-General R. A. Cole is unlikely of itself to possess any great value, for the State and the Durbar in co-operation can perfectly well, at any time they see fit to do so, enter into suitable arrangements for building the desired lines, but also that if availed of there will almost certainly be a repetition of the sort of embarrassment experienced, and unavailingly experienced, on previous occasions when persons with no ostensible financial backing, and with a view only, and from their standpoint reasonably enough, to the spoils of promotion, have obtained concessions of the sort now asked for by the retired officer whose application forms the subject of your letter under reply.

3. The subject of a 2-ft. railway, after the model of the Darjeeling line, to connect the coffee tracts at the head of the ghât surveyed by Mr. Gilchrist with the port of Mangalore, and of a similar railway to connect the Coorg coffee estates with the port of Tellicherry, is engaging the attention of this Government's Consulting Engineer, and there is reason to hope that definite proposals may soon be put forward in regard to them.

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From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—Major-General R. A. Cole, Fairleigh, Sidmouth, Devon, England.
Dated—26th May 1899, No. 602 Ry.

I am desired by the Government of Madras to acknowledge the receipt of your letter No. 78, dated the 7th September 1898, on the subject of the programme of a projected Company to be called the Mysore Light Railway Feeder Company, and also of your letter, dated 5th April 1899, on the subject of the Arsikere-Mangalore Railway.

Both letters have been fully considered by His Excellency the Governor in Council and communications in regard to them have been exchanged with the Government of India and with the authorities in Mysore, with the result that I am instructed to inform you that, so far as concerns those parts of your projected schemes which lie within the boundaries of this Presidency, His Excellency in Council sees no need to avail himself of your profferred assistance.

From—The Resident in Mysore.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Bangalore, 6th September 1899, No. 3980/74-98.

With reference to correspondence ending with this office letter C. No. 2, dated the 12th May 1899, I have the honour to forward a copy of a letter No. 2441 I./B., dated the 23rd August 1899, from the Government of India in the Foreign Department, to the address of Major-General R.A. Cole (retired), in which he was informed that there was no prospect of his being granted the railway concession applied for.

Enclosure.

From—The Secretary to the Government of India in the Foreign Department.
To—Major-General R.A. Cole (retired), Fairleigh, Sidmouth, Devon, England.
Dated—23rd August 1899, No. 2441 I./B.

(1) Dated the 14th April 1898.
(2) „ 24th August 1898.
(3) „ 6th April 1899.

I am directed to refer to your letters noted in the margin requesting permission to construct certain light railways in Mysore, as also the Arsikere-Hassan-Mangalore Railway.

2. I am to inform you that there is no prospect of your being granted the concession applied for.

Order—No. 1162 Ry., dated 16th October 1899.

Recorded.

(True Extract.)

Francis J. E. Spring,
Secretary.

To the Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

Public Works (1898) Departmen

Railway

CURRENT No. 1092

Correspondence

From Major General R.A. Co
(retired)

Order

No. 78

Dated 7th September 1898

Received 15th ——

Registered 19th ——

Enclosures

Spare copies

SUBJECT.

Light Railway from Mysore to Tellicherry

Requesting sanction on behalf of the Mysore Light Railway Feeders Limited for the concession of constructing the proposed —— for that portion which is situated in the District of South Canara

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

1P

Annandale

-878 Bangalore 7 September 1898

From

Major General R.A. Cole. (retired)

JOINT SECRETARY TO GOVT. OF MADRAS
RECEIVED
15 SEP 1898
R.D.

To

The Joint Secretary to
The Government of Madras
in the Railway Department.

ER
Ann. 17/9

Sir,

Having applied, on behalf of a proposed Company to be called "The Mysore Light Railway Feeders Ld", to the Mysore Durbar and to the Chief Commissioner of Coorg, for the Concession for constructing a Light Railway of 2½ feet guage, from Mysore Via Hunsur and Periapatam to Virajapet in South Coorg, and thence down the Sampaje Ghaut to Mangalore, and by the other (Perrambady) Ghaut to Tellicherry; I have the honor to request that the sanction of the Government of Madras may be conveyed to that portion of the proposed Line, which is situated in the District of South Canara.

2 It is proposed to run these Light Railways along the side of the existing high roads, except where the gradients, bridges and culverts are not suitable. Such portions will be constructed separately by the Company. The Ghaut portion will be made on the rack system, as on the Coonoor Railway.

3. Sir Douglas Fox, the Eminent Civil Engineer of London, is the Consulting Engineer for the proposed Company and the Government can rely on the work being well

and

and thoroughly carried out.

I have the honor to be,

Sir,

Your most obedient servant

[signature]

Form No. 10.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

C. No. 1092
15-9-98

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

THE HON'BLE MR. A.T. ARUNDEL, I.C.S.

SUBJECT.

The Mysore Light Railway Feeders Co. L^d. _ Concession for the construction of a line from Mysore to Tellicherry.

FOR ORDERS.

I am of opinion that if we succeed in carrying out the Madras Ry. conversion and extension programme, the extension of railways into South Canara and Coorg ought to be looked on as part of the Madras Ry. Co's programme.

I am no believer in giving concessions to individuals who are not, so far as we know, in touch with financial people of sufficient standing to be likely to obtain capital at a cheaper cost than it can be obtained by our existing Railway Companies or by the State.

By doing so we only let ourselves in for troublesome correspondence all of which ends in nothing. Our files are full of Mr. Gales, Mr. Kirbys, Mr. Lowndes, Mr. Turners, &c. &c. who, as we know perfectly well, though we cannot say so officially, are looking for nothing but a share of "promotion money".

If Government wished I might enquire of the Resident in Mysore about Genl. Cole. But I can scarcely suppose that he has any City

There is doubtless soundness and sense in what Mr. S[illegible] says here. But, I am so anxious for the connection of S. Canara by railway with the outer world, that I do not like to throw cold water on even such a proposal as this. I would like therefore, before rejecting Genl. Cole's proposal, to know when the Madras Railway think of it. If we make at once up our mind that S. Canara should be included in the territory of the Madras Railway, we should tell Genl. Cole so, & Mysore our opinion; for in this matter we should, if possible, work with the Mysore Govt.

A.A.W. 3.10.98

Yes - let us hear what the

[illegible]

…ing which would enable us to utilize his … in railway extension at a cheaper … quicker rate than that of the Madras Co.

MA 7.10

I am disposed to recommend that he be informed that this Government have other arrangements in contemplation for the extension of railways in South Canara and Coorg.

If he settles anything with the Mysore Durbar he will doubtless let us know of it in due course.

FLRS.

27/9/98

Madras Ry thinks — very likely they will be able to tell us something about Gen. Cole, too. Nothing known of an officer who was once employed in the Mysore Commission & now has something to do with one or more of the Kolar Gold mines.

I wrote a note the other day as to the connection between Coorg & Tellicherry, which I hope will not be forgotten.

HA
7/10/98

Form No. 1.

2P

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

21

Papers to be read in Proceedings:—

18/c

Again G.O., dated 23rd June 1898, No. 852-Ry. Quote

Again G.O., dated 189 , No.

Current No. 1092-Ry. of 1898, dated 7th Sept., from Maj. Gen. B. C. Cole Retd.

" " " 189 , " , "

" " " 189 , " , "

ORDER. No. 1302 Ry dated 19/10

Copies of Maj. Gen. Cole's letter No. , dated Bangalore the 7th Sept. 98, will be forwarded to the Resident in Mysore and to the Agent Madras Ry. with a request that Government may be favoured with any remarks that they may have to make thereon. A perusal is invited of paras 5 and 6 of the letter from this Govt to the Govt. of India No. 613-Ry. dated the 23rd April 98. which will be found in this Govt Proceedings (copy attached) No. 852-Ry. dated the 23rd June 98.

Print

FLRS.
10/10

To The Agent and Manager M. Ry ✓
" Resident in Mysore ✓
(with C. L.)

Despatched on 20/10/98

No. dated
Forwarded to Agent M. Ry.

No. dated
Forwarded to Resident in Mysore.

6

P. W. Form No. 14.

No. 1303. R.

Government of Madras.

PUBLIC WORKS DEPARTMENT

RAILWAY BRANCH.

3 P

To

The Resident in Mysore

Bangalore

19th October 1898.

Print

Sir,

I am directed to forward herewith for favour of remarks a copy of the Proceedings of the Government No. 1302 Ry of 19th October 1898, embodying an application from the Mysore Light Railway Feeders Co Ld. for a concession for the construction of a light railway from Mysore to Tellicherry

J.H.

D.R.

Despatched on 19/10/98

Documents accd

~~Copy of Proceedings of~~

G.O. No. 1302 Ry 19/10/98

with a copy of G.O. No. 852 Ry 28/6/98

... Railway. In the Chamber's opin...

No. C1464 b.s.p.

Madras Railway Company,
Chief Engineer's Office,
Madras, 7th November 1898.

The Agent and Manager,

Dear Sir,

Your No. 11351/11206 of 28th ultimo.

1 From an inspection of the only map at my disposal viz: the ordnance survey of India (scale 4 miles to an inch) it would appear that the lines for which a concession is sought by General Cole would measure approximately as follows:—

Mysore to Virajapet . . . 64 miles
Virajapet to Tellicherry . . 40 miles
Total Mysore to Tellicherry 104 miles

viâ Hunsur and Virajapet

Virajapet to Mangalore . . 95 miles

or a total of 199 miles of new Branch lines 199.

2. From your letter No. 828 of the 20th of September 1898 I understand that the Wynaad and Coorg Districts of the Madras Presidency are regarded as legitimately belonging to the Madras Railway, and the Madras Chamber of Commerce strongly endorsed this view so far back as May 1888,

in

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

or the Railway. In the Chamber's opinion

2

in their letter to the Government of Madras in which they say.

"The large tract bound by the Southern Mahratta main line and the Bellary-Kistna Railway to the north, by the South West line of the Madras Railway to the south, by the Coromandel Coast to the east, and the Malabar Coast to the west, might have been reasonably regarded as the proper field of labor of the Madras Railway Company. The intrusion of the Southern Mahratta Railway Company into the state of Mysore which was placed in direct Railway communication with the coast at Madras eighteen years before that Company was established is an encroachment on the legitimate field of the Madras Railway Company that must militate against the commercial prosperity of Madras and contribute to the development of Marmagoa. The chamber attaches importance to the fact that the Deputy Commissioner of the Bangalore District had occasion a few days ago to place on record his opinion that the transfer of the Mysore State Railway to the Southern Mahratta Railway Company, which was given effect to in July last, has not benefited the country

or

(No. 1.)

No.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, _____ 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

SIR,

or the Railway. In the Chamber's opin
the transfer should have been made
the Madras Railway Company, in view
the eventual extension from Mysore to Coo
or the Wynaad. If the Madras line ha
submit both to the shrinkage of traffic
Mysore and to the diversion of traffic fro
its North West line, its prospects will be mo
seriously affected, and the presidency -
capital inevitably sustain permanent injur
The Chamber therefore, respectfully begs the
Government to do what lies in its power to
prevent the accomplishment of a mistake
that its successors may have bitter cause to
(lamen

3. You have already recommended the construction of a metre gauge Railway from Tellicherry or Calicut to Mysore, and claimed the construction of this line for the Madras Railway.

4. As the Madras Government have already after much consideration decided that it is most desirable to create a large metre gauge system to serve the country west of Podanur, and to give the construction and working of this to the Madras Railway Company, it would be a mistake to allow lines of another

10 gauge

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

(A. & M. 1.)

at a lower rate of interest than any new
Company, such as that proposed by Gener

8. Had the construction of the Nilgi
Railway been entrusted to this Compa
it would in all probability have bee
made in about two years, and at muc
less cost, as there would have been no
of funds available to prosecute the work
vigor; it was however given to a concessio
with the result that its construction has to
nearly 7 years with a consequent great o
on supervision &c, and has deprived the
of the benefits of Railway communicatio
during most of this time.

9. The experience gained in this in
is not encouraging, and shows that t
employment of new agencies is at least a
with considerable risk, without any coun
-vailing advantages.

Yours faithfully
(sd) E. W. Stoney
Chief Engr

(True Copy)

1 5339 8
1079 15-11.98
Am

MADRAS RAI…
AGENT AND MANAGI…
Madras, ______
From
Agent and Manager.
To
Consulting Engineer for Railway.
Sir,

(A. & M. 1.)

No 1079

SERIAL No. 23

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 15th November 1898.

RECEIVED 16 NOV. 1898 CONSULTING ENGINEER FOR RAILWAYS MADRAS.

5339
16-11.98

48

From

The *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Madras.

To E.R.

SIR,

8 No 21

25/11/98

With reference to G. O. No. 1302 Ry, of the 19th of October 1898, I have the honor to offer the following remarks:-

A Railway between Mysore and the Western Coast can hardly, I think, be regarded as a "feeder" Railway and I strongly deprecate the construction of any such Railway except on the gauge which the Supreme Government shall determine is to be the gauge of the Railways on the Western Coast with which such a Railway must necessarily link up. The question of the gauge to be adopted for the Calicut-Cannanore line and for its further extension north and south is now before the Government, and upon the decision of the Government depends the question of the gauge to be adopted of a Railway leaving the Western Coast for Mysore.

Await reply from Resident in Mysore
FJS
25/11/98

We have already had short experience of a rack Rail-way and its disadvantages and I think the Government will [illegible] it decides that the traffic to be hauled between

[illegible]

carrying capacity of a rack Railway.

I have already in my letter No.828 of the 20th Septem-
-ber 1898, expressed the opinion that the Wynaad & Coorg districts
should be regarded as within the sphere of the Madras Railway and
if it is decided that the metre gauge is to be laid between Cali-
-cut and Cannanore, then I would suggest that an experienced sur-
-vey party be instructed to survey the country for a metre gauge
Railway from Tellicherry before any decision is given as to
whether a Coast Railway shall be started from Mangalore or Telli-
-cherry .

Railways have from time to time been urged to con-
-nect Mysore with Mangalore, Calicut and Tellicherry.

I may be wrong, but my own idea is that a Railway
starting from Tellicherry could be made to serve satisfactorily
with short branches, all the districts for which Railway com -
-munication has been claimed; while I am afraid if a Railway is
constructed to connect Mysore with Mangalore only, both Telli-
-cherry and Calicut will continue to agitate for direct lines
through the Hills.

I attach a copy of an interesting letter bearing on
the subject of General Cole's proposals, from Mr.E.W.Stoney the
Company's Chief Engineer.

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

Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd.

No.

No. 69

Mysore State Railways,
Central Office
Bangalore, 26th Jany 1899

From
The Secretary to the
Government of Mysore for Railways

To
The First Assistant to the Resident
in Mysore.

Sir,

I am desired to acknowledge the receipt of your letter No. 5786 dated 29th October 1898, regarding Major General Cole's application for permission to make a 2½' light Railway from Mysore <u>via</u> Hunsur to Virajendrapett in Coorg and thence on one side to Mangalore through the Sampangi [gh]aut and on the other side to Telli[cherry]

[illegible]

2. In the opinion of the Durbar such a Railway would be of great benefit to the tracts to be served by it. The portion of it which is in Mysore is not embraced in our present programme of Railway construction by the State. Under such circumstances the Durbar have no objections to a private Company being allowed to make this Railway, provided the Ghauts of Madras and Coorg join in granting the Company a Concession for the entire line up to Tellicherry or Mangalore or to both places.

3. The interests of the State would however be better served by Railway communication to Mangalore via the [illegible]abad ghaut and the [illegible]

vide General Cole's letter flagged B

understand that Major General Cole has already applied to the Government of India for a Concession to make such a Railway either on the metre or 2½' gauge.

4. The other large Railway extension beyond the State, which would be most useful, is the Nunjangode Erode regarding which I beg to refer you to my letter No. 709 dated 16th September 1898.

5. In the opinion of the Durbar the relative importance of the three lines above referred to is as follows:—

1st Nanjangode Erode

2nd Arsikere via Hassan and the Munzerabad Ghaut to Manga[illegible]

and 3rd Mysore via Hunsur a[illegible]

Virajendrapett to Mangalore and to Tellicherry

6. The other Railways immediately required are the small branches from Bouringpett to Kolar and from Dodballapur to Chickballapur - These branches the Durbar propose constructing themselves in their own Public Works Department.

7. In returning the enclosures of your letter under reply, I am to request you will be so good as to furnish the Durbar with a copy of the Madras G.O No. 852 Ry. of 23 June 1898 forwarded herewith -

S19(a)

I have &c

(Signed) D. Mc. Campbell. Col.
Secretary for Railways
Government of Mysore

Copy

SERIAL 24

15 S.P No. 988 d/13-1-99.

Extract from a letter received from the Board in reply to letter No. 2390 dated Agent and Manager's Office, 1st December 1898:-

S24

Re 2 feet 6 inches light Railway from Mysore to Mangalore.

"10. In reply to para. 11 of No. 2390, I am directed to inform you that the Board entirely endorse the views taken by you and the Chief Engineer that a proposal by a new Company to construct a 2 ft. 6 in. light Railway from Mysore to Mangalore cannot be entertained. A Railway between those two places will, in communication with the Mysore State, naturally form part of the metre-gauge system for the Western Districts to be constructed by the Madras Railway as part of the scheme now under discussion — if approved by the Government of India."

I am Extract.

Do.

16

1 778 '99
157 9. 2. 99
Am

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

No.
Dated 188
Recd.

SERIAL 24

Extract from Ag's letter to Board No 2390 dated 1st December 1898.

1448

Print

Proposed Light Railway from Mysore to Mangalore.

11. I forwarded by the mail of the 17th ultimo a copy of G. O. No. 1302 Ry., dated the 19th October 1898, requesting my views on the construction of a proposed Light Railway of 2 feet 6 inches gauge from Mysore to Mangalore. I also then sent you a copy of my reply to the Consulting Engineer, dated the 15th ultimo, together with a copy of Mr. Stoney's letter therein referred to. I trust that my views on the subject have the approval of the Board.

15

(No. III.)

5,000—15-3-88.

No. 11351.

157

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 9th February 1899.

SERIAL 25

CONSULTING ENGINEER FOR RAILWAYS. RECEIVED 10 FEB. 1899 MADRAS.

From

The Agent and Manager,

To BP

M. R. Co.,

778

10.2.99.

The Consulting Engineer for Railways.

SIR,

Madras.

S 23

In continuation of my letter No. 11351/1079 dated the 15th November 1898, I have the honor to enclose for your information extract of a letter received from the Board in reply to para. 11 of my No. 2390 dated the 1st December 1898.

I have the honor to be,

Sir,

Your most obedient Servant,

Agent and Manager.

O. 1303/1 Rly 15.2.99.

Sent the Resident in Mysore a reminder to Serial No 22

Dep 15/2/99

11.2.99.

17

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

From
Major Genl. R. A. Cole
Fairleigh
Sidmouth. Devon
England.

To
The Consulting Engineer
for Railways
to the
Government of Madras.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
24 APR. 1899
MADRAS.

2130
24/4/99

16P

April 5. 1899.

Sir

I have the honour to inform you that I have applied to the Government of India for the Concession of constructing the Line of Railway from Arsikere, on the Southern Mahratta Railway in Mysore, to Hassan, & thence by the Mungerabad Ghaut to Mangalore, as a Light Railway Feeder, between those 2 places. —

2 — I may here state that, before leaving Bangalore, the Dewan of Mysore asked me & my Syndicate to undertake this Line, either on the plans & estimates of Mr. Gilchrist, the Engineer who surveyed the Line, or on the Light Metre Gauge along the existing high road — in the latter case we Co. would alter the gradients & build separate Bridges, Culverts, & drains where the existing ones require it. —

3 — In either case it is proposed to negociate the Mungerabad Ghaut on the

No communication previous to this has been read from General Cole in connection with the Arsikere Mangalore Ry.

1P

Rack System .- I have the honour to
request the Sanction of the Govt of
Madras to Constructing the Line between
the Frontiers of Mysore & Mangalore .-
It is proposed that the Govt Guarantee
of 2½ p% to be made .- I believe
that this is the guarantee allowed by
the Govt of Karnataka for the extention
in that Territory .-
4 . I have also applied for the
Concession of a Line from Mysore to
Hunsur & Periapatanam & thence to
Virajapet in the Province of Coorg, &
thence down the Pumpagi Ghaut to
Mangalore; with a branch line from
Virajapet to Tellicherry . This is to be
on the Light Metre Guage along the
high road, except where the gradients,
bridges, Culverts would not be able
to Carry the Line .- These would have
to be Re-constructed by the Co .
I have the honour to request the
Sanction of the Govt of Madras may
be accorded for the Construction of
these Lines two Portions of land, lying
between the frontiers of Coorg & Mangalore,
& Tellicherry respectively .- It is also
hoped that the Guarantee of 2½ p%. may
be accorded to this Line also .-
5 .- I may here state that Sir Douglas
Fox, the eminent Civil Engineer of London,
is our Consulting Engineer, & every Confidence
may be placed in our Carrying out all
works to the entire Satisfaction of the

please see
serial 20
of Tellicherry
Mysore case.

Government .-
I have the honour to be
Sir
Your most obt Servant

19

Ootacamund
May 11 1899

Dear Mr Upcott

I waited to answer your letter of the 15th ultimo, until I could see the Dewan of Mysore, and discuss the case as regards Railway connection between the Mysore plateau and the West Coast to Mangalore, or elsewhere, with him. He has now sent me a memorandum, copy of which I enclose, as it will show exactly what his views are. You will see that he is prepared, on behalf of Mysore, to meet the cost of any further survey necessary in Mysore Territory - and further he holds out a promise that the Durbar will provide funds

for

the construction of that part of the line which may lie within the limits of their State. In conversation he has told me that, looking to the necessarily speculative character of the work, it will in his opinion be difficult to indree any bona fide Working Company to undertake the whole project unaided and he is probably right - though you may perhaps be able to indree a Company to embark on the enterprise, with Mysore as a partner, and participating in the profits on the basis of capital expenditure.

Naturally as a Mysorean the Dewan is in favour of the more direct route from Mysore to the Sea - but looking at the whole question from

a

a broader standpoint, the advantages of a route to Tellicherry must also be considered. The opinion in Coorg - an interested opinion of course - is that the ghats there down to the West Coast are easier than the Mangalore (Manjera bad) route - but there is one point which may perhaps be regarded as free of all doubt, viz, that it would not pay to make two lines, fairly near each other, down such steep ghats as that to Tellicherry as well as to Mangalore - therefore the obvious course appears to be to survey both ghats for, say, a 2-6 line, to be worked possibly on the same methods as the Darjeeling Railway. With a continuation of the existing line from Bangalore to Mysore

South Wan

to meet one from Erode to Tellicherry, the interests of the Mysore planters, and certainly the Coorg planters, would be sufficiently well served. If, as there is reason to hope, the Tellicherry ghat is easier than that leading down to Mangalore, or indeed if both routes are about equal, the advantages of the former port over the latter are so considerable, as to render it almost imperative to discard Mangalore altogether.

The Dewan expresses some preference for the rack system as presenting a solution for the difficulties of the abrupt descent in a short length, of the Mangalore ghat - the load of a rack railway is so however small that in the present case the project could not possibly prove remunerative.

As regards Mr Elliot I would strongly recommend that he be plotely ignored. He is a windbag, and a bore of the most pronounced type, who has, so far as I know, no backing of any sort no special knowledge and imagines that he can impress everyone, from the Viceroy downwards, by persistent advocacy of this and other schemes. Lord Elgin knew him well, and there are very few high officials whom he has not victimized with his importunity. I see in his letter to Lawrence, he revives the fiction of opposition to the Arsikheri - Mangalore line on the part of the S. M. Ry. Whereas Burn Murdoch,

thou

the does not believe such a line as has been
estimated for could possibly pay, has over and
over again said that he would welcome
it as a feeder to their system. In the
other letter of which you have sent me
a copy, Mr Elliot casually suggests that
there is ample water power for electric
working - this is a very doubtful point -
Again his statement that the section below the
ghat presents no engineering difficulties, is quite
incorrect, if it mean that a line there can be
economically constructed - see pages 5 and 12 of
Gilchrist's printed Report - the 58 miles between
the frontier and Mangalore are estimated to cost
1.12.709 Rupees a mile, and there is I believe no
reason to think that the cost has been under-
estimated. If I might make a suggestion, it
would be that Mr Elliot be answered by a

letter

letter thanking him for the suggestions he has
made but giving him no further encourage-
ment.

Yours sincerely

(Signed) Donald Robertson.

J. S

Since writing this letter I understand
from the Dewan that rather than provide
Capital for the line within Mysore limits
he would prefer that the State should under-
write any guarantee necessary, and from
what he has heard of the Cochin State Rail-
way terms he is rather attracted towards
that form of engagement. If however, the
Tellicherry route is adopted the connection
of Mysore with the Scheme of descent of the
West Coast would presumably be confined
to a short extension of the Bangalore -

Nanjangud line -

(Init^d) D.R.

Copy

Dobbs

First Assistant Resident

Q1 S.P.

M E M O R A N D U M.

:o:

THE ARSIKERE-MANGALORE RAILWAY.

This most useful work is in abeyance because of its prohibitive cost according to Mr. Gilchrist's survey.

2. The main elements of this survey are,

Total length	...		137.29 miles.
Total cost	...	Rs.	186,88,646
Cost per mile	...	"	1,35,118

3. The heaviest ghaut work included in the above begins at the 63½ mile from Arsikere and continues for 15½ miles up to the frontier. In this length a descent of 1650 feet is accomplished at a mileage rate of 3½ lacs, that is for a total cost of 54¼ lacs. By adopting the Rack system with say a gradient of 1 in 12½ as on the Nilgiri Railway, the descent of 1650 feet can be accomplished in some four miles at a total cost of about 9 lacs. The adoption of such an alteration (i.e., the substitution of four miles of the Rack for 15½ of the adhesive system for the steepest ghaut portion) would give us the following approximate figures:-

Total length	...		125 miles
Total cost	...	Rs.	141 lacs.
Cost per mile	...	"	1,12,000

4. Even the reduced cost as above would not make the work reasonably remunerative. Moreover it would be desirable to avoid resort to the Rack system on a Railway of this kind.

5. Under such circumstances, it is desirable to investigate the feasibility of a light Railway (on the 2½' or even 2' gauge) for giving us the much required Railway communication between Arsikere or other convenient point on the metre gauge Mysore State Railway and Mangalore on the West Coast. A light Railway of this kind would be found sufficient for many years to come and its average mileage cost (I believe) need not exceed Rs. 30,000. The existing ghaut road can be utilized in part so as to reduce the cost as far as possible. A moderate average rate of speed would be quite sufficient for the kind of traffic to be carried, and on the steeper grades this rate could be considerably reduced, so as to economize the cost of working.

6. Arsikere was selected as the junction for a metre gauge branch because of engine accommodation &c. at that place. With the change of gauge now proposed it is not essential that the junction should be at Arsikere. Nor would I regard the Manjarabad ghaut as the only available route for the proposed Railway. Where the new Railway should take off and what particular ghaut it should follow, should be decided, after due investigation of the country, upon grounds of cheap construction and economical working. Possibly Tiptur would be a good point from which the new Railway should start, if it is to go by Hassan and the Manjarabad ghaut, as by taking it from Tiptur the difficult country between Arsikere and Hassan would be avoided. If the Bund ghaut is the better route, then possibly the line should start from Banawar, and cross the Yegachi at Belur on the road bridge and reach the top of the ghaut via Mudigere. Such a line would have to be connected by branches with Chikmagalur and Hassan. These are details which have to be settled by a thorough investigation of the country.

7. Thus the first step required is a proper survey and estimate of the entire line on the basis of a 2½′ or 2′ gauge. The Durbar are willing to join the Madras Government in getting such a survey made at once and to provide the funds required for the portion of the line within the frontier. It is only by means of such a survey and estimate, we can definitely decide upon the merits of the proposed Railway.

8. If we are able to arrive at a favourable decision, the Durbar will be prepared to construct the portion of the line within their frontier, if the Madras Government will do or get done the portion up to Mangalore. The understanding should be that the entire line up to Mangalore is to be regarded as one undertaking and to be managed by the same agency, the net profits being divided between the two Governments in the proportion of the Capital cost of their respective sections.

Ootacamund,
1st May 1899.

(Signed) K. Seshadri Iyer,
Dewan.

No. 43 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.

All communications should be addressed to the Secretary.

To

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

Simla, the 24th April 1899.

Sir,

I am directed to forward, herewith, copy of the papers noted at foot relating to an application from Major General R.A. Cole, Retired, to construct certain light railways in Mysore, as also the Arsikere-Hassan-Mangalore Railway and to say that the Government of India will be glad to be favoured with the views of the Government of Madras on the proposals.

2. It will be seen from letter No. 4926, dated 22nd September 1898, from the Resident in Mysore to the address of the Foreign Department, which forms one of the enclosures to this letter, that the Mysore Durbar are unfavourable to Major General Cole's proposals, but before acting on their suggestions, the Government of India desire the opinion of the Government of Madras on the matter.

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

Wm. McClumpha Captain, R.E.
Offg. Under Secretary.

Documents accompanying.

P.T.O.

2-3

(1) Foreign Department Memorandum No. 953 I.B. dated 13th April 1899.

(2) Letter dated 14th April 1898 from Major General R.A. Cole, Retired, with enclosures. ×

(3) Letter No. 1339 I.B. dated 16th May 1898 from the Foreign Department to the Resident in Mysore.

(4) Letter dated 24th August 1898 from Major General R.A. Cole.

(5) Letter No. 4926 dated 22nd September 1898 from the Resident in Mysore, with enclosures.

× Map to be returned.

M.Y

No. 953- I.B.

Print

23 S.P

A copy of the foregoing correspondence is forwarded to the Public Works Department, for consideration.

By order, etc.,

(Sd) S.F. Bayley

Asstt. Secy. to the Govt. of India.

FOREIGN DEPARTMENT,
SIMLA;
The 13th April 1899

(1) From Major General R.A. Cole, Retired, dated the 14th April 1898 with enclosures (map in original)

(2) To the Resident in Mysore, No. 1339 I.B. dated the 16th May 1898.

(3) From Major General R.A. Cole, Retired, dated the 24th August 1898.

(4) From the Resident in Mysore, No. 4926, dated the 22nd September 1898, with enclosures.

RR.

22

Dated Bangalore, the 14th April 1898.

From—Major-General R. A. Cole, Retired,

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

I have the honour to state that I applied to the Government of Mysore last year for the concession for constructing tramways, or light railways, as feeders to the existing railways in Mysore. Colonel Bowen, R.E., the late Chief Engineer of Mysore, went carefully over the proposed lines with me, and accorded his approval to my proposals, which he laid before the Dewan of Mysore, Sir K. Sheshadri Iyer, K.C.S.I.; and, with his consent and approval, those proposals were sent on to the Resident of Mysore, for submission to the Government of India for sanction.

2. It seems, however, that the negotiations for such concessions in Native States have been reserved *ab initio* by the Government of India; and the Secretary to the Government of Mysore, in his letter No. 342—2051 of the 11th instant, copy annexed, has directed me to submit the matter to the Government of India.

3. I would beg to annex copy of my letter of the 6th January last to the Chief Engineer of Mysore, and to submit a map of Mysore with the several lines laid down in red ink.

4. With the view of protecting the interest of the existing railways, I proposed that, when any existing railway had to be extended, my proposed company, "The Light Railways of Mysore, 2nd", should give way and remove the rails on some reasonable notice being given.

5. The rails to be laid along one side of the existing roads, with diversions, when necessary, and all bridges, culverts, drains, etc., to be strengthened, or re-built in part, wherever the Chief Engineer considers necessary. This was approved by Colonel Bowen. The gauge, weight of rails, steel sleepers, engines, carriages, and vans will all be on the lines of the "Barsi Light Railway" lately opened; but I presume all these details will be left for the Mysore authorities to deal with.

6. It is proposed to carry the line on from the Gersoppa Falls to the old port of Honore. This port is really a back-water, some five miles long by two miles wide, with the entrance only 300 feet wide between two hills, with a dangerous bar across.

I am addressing the Government of Bombay to submit an application for a concession to construct a good harbour at Honore, which would be dealt with and carried out by Sir Douglas Fox, the eminent Civil Engineer. Such a harbour would give an outlet to the north of Mysore, and to all that portion of the Southern Mahratta Railway system.

7. After twenty-two years' zealous service in the old Mysore Commission, I take the deepest interest in the welfare and prosperity of Mysore and Coorg; and I trust that the Government of India will accord the requisite sanction to my proposals, which have received the cordial approval of the Dewan, Sir K. Sheshadri Iyer, K.C.S.I., and Colonel Bowen, R.E., the late Chief Engineer of Mysore. The fact of Sir Douglas Fox, C.E., being associated with me as the Consulting Engineer, is a sufficient guarantee that all the works will be satisfactorily and energetically carried out, and I would venture to solicit that early orders may be passed on the subject.

Dated Bangalore, the 6th January 1898.

From—Major-General R. A. Cole, Retired,

To—The Chief Engineer of Mysore, Public Works Department, Bangalore.

I have the honour to acknowledge the receipt of your letter No. 6656 of 27th December last, and to subjoin the list of the roads, for which I seek the

concession of tramway and light railway feeders to the existing railways in these territories—

1. Bowringpett to Kolar Town, thence to Srinivaspur and the Cuddapah Frontier, with a cross line to Chikballapur.
2. From Shimoga to the Gersoppa Falls.
3. From Maddur to Sivasamudram Falls of the Cauveri.
4. Holalkere to Chitaldrug.
5. From Mysore to Hunsur, and thence to Virajpet in Coorg.
6. From Tarikere, *viâ* Lakvalli, to Koppa.
7. From Kadur to Chikmagalur.
8. From Yellanka for Bangalore to Chikballapur.
9. From Tumkur *viâ* Siva to Chitaldrug.
10. From Bangalore to Oossoor.
11. From Mysore *viâ* Hole-Narsipur to Hassan, along the valley of the Cauveri and Hemavati rivers.
12. From Harihur to Honnali, and thence through the Honnali Goldfields to Shimoga.

2. I would deprecate any restriction to one or two roads only, as the lines would not be long, and one or two lines would be two petty for capitalists to embark in. I would urge that the larger and more comprehensive scheme, sketched out by me, should receive the sanction of the Darbar, and that the several lines should, more or less, be simultaneously pushed forward, so as to ensure the more speedy development of the feeder traffic, the interests of the Government and the public, as also of the shareholders of such a Company as would be in the position to push these feeder lines in all directions. I have already agreed that the feeder lines should give way whenever, and wherever, any regular railway is commenced; and I trust that you will kindly urge on the Darbar the advantages of having a large and powerful Company, and of the development of the several lines as proposed by me, pushed forward with as little delay as possible.

No. 342—2051, dated Bangalore, the 11th April 1898.

From—The Officiating Secretary to the Government of Mysore, Public Works Department,

To—Major-General R. A. Cole, Gray's Hotel, Coonoor.

In continuation of Colonel Bowen's letter to you, No. 54—380, dated 19th January 1898, I am desired to inform you that your application for a concession to make certain tramways in Mysore may be submitted through the Government of India. I am to add that it is desirable that your application should contain full particulars of the concession sought.

No. 1339-I.B., dated Simla, the 16th May 1898.

From—O. V. Bosanquet, Esq., Officiating Under-Secretary to the Government of India, Foreign Department,

To—The Resident in Mysore.

I am directed to forward a letter† from Major-General R. A. Cole, Retired, applying for a concession for the construction of tramways or light railways in Mysore.

† In original, with enclosures, and map. Return requested.

2. The Government of India will be glad to know the views of the Mysore Government, together with your own opinion on the scheme.

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* *N. B.*—These have been since applied for.—R. A. Cole.

Dated Bangalore, the 24th August 1898.

From—Major-General R. A. Cole, Retired,

To—The Secretary to the Government of India, Foreign Department, Simla.

I have had the honour to submit proposals for a comprehensive scheme of light feeder railways in Mysore, which is now under the consideration of the Mysore Darbar on reference from the Government of India.

2. I have had a long interview with Sir K. Seshadri Iyer, K.C.S.I., the Dewan of Mysore, and gone through the papers connected with the construction of the proposed railway from Arsikere to Hassan and Manjarabad in Mysore, and thence to Mangalore in South Canara.

3. The Mysore Darbar would appear to have decided to carry out the line from Arsikere to Hassan, but the construction of the line to Mangalore seems to be considered as too expensive on the lines laid down in Mr. Gilchrist's survey; and it is estimated by the Agent of the Southern Mahratta Railway Company that the resulting traffic would not yield more than 1 per cent. on the capital. It has, however, been shown by the Planters' Associations that the returns would yield 4½ per cent. There is no doubt that the opening out of a new railway causes a great increase in the traffic, and I would beg to request that the concession of the line from Hassan to Mangalore may be granted to me and my proposed Company, the "Mysore Light Railway Feeders, Ld.," on the same gauge as the Southern Mahratta Railway Company, allowing a 3 per cent., interest to be paid out of the capital account during construction (under clause 1, paragraph 3 of the Resolution of the Government of India No. 514-R.C. of the 17th April 1896).

4. As an alternative, I would propose that the extension from Hassan to Mangalore should be on our proposed light railway gauge of 2½ feet. Such feeder lines are proposed to be run along a portion of the existing roads except where the gradients, bridges and culverts were not suitable. The cost of construction of such a line would be enormously less than the estimates given by Mr. Gilchrist, and the profits correspondingly much higher and more certain. The portion of the line down the Ghauts would, in any case, be on the rack system like the new Coonoor Railway to the Nilgiri Hills.

5. The only objection to the smaller gauge would be the "break of bulk" at Hassan; but as all the coffee would be brought to Hassan and Saklaspur, this objection would not be so important.

6. The fact of Sir Douglas Fox, the eminent Civil Engineer of London, being our Consulting Engineer, and of Sir Julian Danvers, the great authority on railways, being associated with me, would, I would fain hope, convince the Government, and the Mysore Darbar, that any concessions granted to us would be energetically and successfully carried out.

7. As the subject of the Arsikere to Mangalore Railway is now under the consideration of the Mysore Darbar, I would venture to submit copies of this letter to the Darbar, to the Resident of Mysore, and to the Government of Madras.

No. 4926, dated Bangalore, the 2nd September 1898.

From—Lieutenant-Colonel Donald Robertson, I.S.C., Resident in Mysore,

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

In reply to your letter No. 1339-I.B., dated 16th May 1898, forwarding a lettter with enclosures * and map from Major-General Cole, Retired, asking for a concession to construct tramways or light railways in Mysore, I have the honour to forward copy of a letter, † with accompaniments, from the Darbar.

* Returned.

† No. 715, dated the 14th August 1898.

2. The view taken by the Dewan is unfavourable to Major-General Cole's proposals, and without discussing these in detail it seems to me abundantly clear that if any light railways are to be constructed in Mysore the Darbar should make and own them entirely. The undertaking, if the lines are carefully

selected, gives promise of considerable advantage, and there is no reason why any portion of the benefit derivable from such a project should be appropriated by a Company. Mysore has a well ordered Public Works Department, and may safely be trusted, as funds are available, to construct her own light railways without the intervention of foreign promoters.

3. For these reasons I would suggest that Major-General Cole be informed by the Government of India, as I have already ventured to inform him personally, that there is no prospect of his obtaining the concession he has applied for.

4. In this connection I would invite attention to my (confidential) letter No. 2583, dated 23rd May 1898.

No. 715, dated $\frac{14}{16}$th August 1898.

From—The Secretary to the Government of Mysore for Railways,
To—The First Assistant Resident in Mysore.

I am desired by the Darbar to acknowledge the receipt of your letter No. 2695—74-98, dated 1st June 1898, asking for an expression of their opinion upon Major-General Cole's application for a concession to make light railways in Mysore, and in reply to submit the following observations.

2. As Major-General Cole has appended to his application copies of two letters dated 6th January 1898 and 11th April 1898 out of the correspondence between him and this office, and as reference to the entire correspondence is necessary to explain the views held by the Darbar, copies of the letters noted hereunder are forwarded herewith :—

1. Major-General Cole, to Secretary, Public Works Department, dated 12th December 1896.
2. Secretary, Public Works Department, to Major-General Cole, dated 27th March 1897, Camp No. 16.
3. Major-General Cole, to Secretary, Public Works Department, dated 3rd December 1897.
4. Secretary, Public Works Department, to Major-General Cole, dated 17th December 1897, No. 961—6546.
5. Major-General Cole, to Secretary, Public Works Department, dated 18th December 1897.
6. Secretary, Public Works Department, to Major-General Cole, dated 27th December 1897, No. 6656.
7. Major-General Cole, to Secretary, Public Works Department, dated 6th January 1898.
8. Secretary, Public Works Department, to Major-General Cole, dated 19th January 1898, No. 54—380.
9. Officiating Secretary, Public Works Department, to Major-General Cole, dated 11th April 1898, No. 342—2051.

3. In Colonel Bowen's letter of the 17th December 1897, Major-General Cole was distinctly informed that the Darbar were not disposed to give anything in the shape of a monopoly or what would in any way tie them down in the future as to railway extensions or concessions to others, but that they could, if desired, grant leave to construct tramways on one or more specified roads. At that time Major-General Cole was understood to be an applicant for tramways, and not railways. His reply of 18th December 1897 actually accepted the express condition of removing the proposed tramways wherever the State wished to build a railway. The limited scope of proposed tramway concession was again referred to in Colonel Bowen's letter of the 27th idem, wherein he was asked to specify the one or two roads upon which he sought to make his tramways. Upon this Major-General Cole wrote his letter of 6th January 1898, a copy of which is an enclosure to his present application to the Government of India. In this letter he deprecated his being restricted to one or two roads, as the lines would be too petty for capitalists to embark upon, and he urged consideration of the comprehensive scheme already put forward by him

for the making of railway feeders in all parts of the State as per the long list appended to his letter. This in effect was asking for what the Darbar had already declined to grant in Colonel Bowen's letter of 17th December 1897, but the whole matter was brought to rest for the time being by the letter which Colonel Bowen wrote on 19th January 1898, by direction of the Officiating Dewan, Sir K. Sheshadri Iyer being then on leave, informing Major-General Cole that his application would be considered after the passing of a Tramway Regulation for Mysore, and meanwhile calling his attention to the provisions of the Indian Tramways Act, XI of 1886, and to the distinction between tramways and light railways.

4. Major-General Cole's present application to the Government of India is *expressly* for a concession to make twelve railways of the pattern of the Barsi Light Railway to serve as feeders to railways already existing or under construction. The list includes nearly all feeder lines likely to be required in this State for many years to come, and the Darbar have no hesitation in saying that it would be most undesirable to grant to any single person or Company a concession of the scope of the one for which Major-General Cole is an applicant. His scheme, beginning originally as a proposal to use *motor* cars on Mysore roads and afterwards altered into one for making and working tramways on selected roads, has now obtained the magnitude of a programme to satisfy the present and future wants of the State in the matter of railway communication. Major-General Cole in putting forward such a scheme has at heart the welfare of Mysore, and the Darbar, while fully appreciating his desire to develop the resources of the State, in which he takes such deep interest by reason of his long connection with it, entertain serious doubts as to the scheme put forward by him being capable of practical realization. The Darbar are not aware that he has investigated the traffic prospects of any of the lines he asks to be permitted to construct, nor does his application comply with the Government of India Resolution, dated Simla, 17th April 1896, No. 514-R.C., regarding the terms on which the Government are prepared to consider offers for the construction, by the agency of private Companies, of branch lines forming feeders to State Railways. Under such circumstances the Darbar much regret being compelled to come to the conclusion that the grant of the large concession which Major-General Cole now applies for would be undesirable in the interest of all concerned.

5. If his proposal were to make one or two small railways, in localities offering a fair prospect of remunerative returns, the Darbar would probably not decline to investigate the same on its merit, but as apparently he is disinclined to make a moderate proposal of this kind (*vide* paragraph 2 of his letter of 6th January 1898), it is unnecessary to enter into any details at present.

6. The views of the Darbar regarding railway extensions in Mysore are already before the Resident. The policy of the Darbar in the matter of such extensions has always been—and still is—to construct them, where really necessary or likely to be at all remunerative, out of State capital and to make arrangements with existing Railway Companies for the working of them upon the usual terms.

7. Among lines included in Major-General Cole's list, Bowringpet to Kolar and Dodballapur to Chikballapur are already under investigation by the Darbar with the object of their construction being undertaken by the State, but the question of the guage is still undecided. The Darbar have no information before them that any of the other lines in Major-General Cole's list offers any prospect of remunerative traffic.

8. Enclosures of your letter are returned.

Dated the 12th December 1896.

From—Major-General R. A. Cole, Retired,
To—The Chief Engineer of Mysore, Bangalore.

I have the honour to request that the Dewan of Mysore may be pleased to grant me the sole concession of working the roads, noted in the schedule, as

feeders to the existing railways, with motor cars for both passengers and goods along the existing roadways or on tramways laid down thereon.

2. I have made arrangements in London for a syndicate to carry out all such works, and Sir Douglas Fox, the eminent Engineer, will be the Consulting Engineer.

Schedule.

1. Feeder from Bowringpet to Kolar Town.
2. „ Chitaldrug to Hollalkere.
3. „ Kadur to Chickmagalur.
4. „ Shimoga to the Gerosoppa Falls.
5. „ the City Terminus to the new Targara Pettah or Chamraj Petta.
6. „ Bangalore City Terminus to Devanhalli and Chota Ballapur.

No. 16, dated Camp Ooty, the 27th March 1897.

From—The Secretary to the Government of Mysore, Public Works Department,

To—Major-General R. A. Cole, Retired.

In reply to your letter dated 12th December 1896, asking for sole concession to work certain specified railway feeders, and roads in the Mysore Province by means of "motor cars" or by tramways, I have the honour, by desire of the Darbar, to inform you that the sole concession for use of motor cars cannot be granted, as public roads are free to all, and the public can run any kind of vehicles they like along them, provided they are not dangerous or a nuisance; and, before any concession can be granted for a tramway along the particular roads specified (excepting Nos. 5 and 6 in your schedule, for which others are already in the field), it will be necessary for you to give full particulars of what you ask for, what you are prepared to do, and what guarantee you are prepared to offer for due execution of what you undertake.

Dated the 3rd December 1897 (demi-official).

From—Major-General R. A. Cole, Retired,

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

I send herewith my reply anent my proposed tramway lines as railway feeders. Pray kindly push the matter on as soon as possible, as I want to begin all the financial arrangements at once. Can your office sell or lend me a good road map of Mysore

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Dated Bangalore, the 3rd December 1897.

From—Major-General R. A. Cole, Retired,

To—The Chief Engineer in Mysore.

With reference to your reply regarding my application for the concession of certain lines as railway feeders, I have the honour to state that it is proposed to work those lines by motor or steam tram-cars, and I shall feel much obliged by your informing me what sort of guarantee is required. I would submit that the fact of my friends in London having secured the services of Sir Douglas Fox, the eminent Engineer, as our Consulting Engineer, is a sufficient guarantee, and I would venture to suggest that the concessions be granted, subject to the work being commenced and completed within certain periods.

2. In addition to the lines already applied for, I would beg to request that the line from Muddur to Kollegal, *viâ* Sivasamudram, may also be granted to me, as far as it may lie within the territories of Mysore.

3. I would beg to request the early sanction of the Government, as it is proposed to begin the line from Shimoga to the Gersoppa Falls as soon as possible, so that it may be ready to act as a feeder as soon as the Railway from

Birur to Shimoga is opened. The other lines would also put in hand as soon as possible after the concessions are granted.

4. It is proposed to lay the tram rails along the existing roads, or to take up land parallel with the roads. The former would enable us to complete the lines sooner.

5. The concessions to be for thirty years, with the option of renewal, or the lines to be taken over by Government at a valuation.

6. I also beg that we may be allowed the option of carrying on the tramway line from Bowringpett to Kolar Town, or to Chintamani and Srinivaspur on to the Cuddalore Frontier.

No. 961—6546, dated the 17th December 1897.

From—The Secretary to the Government of Mysore, Public Works Department,

To—Major-General R. A. Cole, Retired.

In reply to your letter dated 3rd instant, regarding concession of certain roads in the Mysore Province for the working of some by "motor or steam tram cars," I have the honour to invite your attention to my letter Camp No. 16, dated 27th March 1897, pointing out that the concession for use of "motor cars" could not be granted for the reasons herein specified.

2. As regards tramway lines, the Darbar are not disposed to give anything in the shape of a monopoly, or what will in any way tie them down in the future as to railway extensions or concessions to others. But if you wish it, the Darbar can grant you leave to construct tramways on one or more of the specified roads (such grants alone being possible) on the following conditions:—

(i) that such grants do not affect the liberty of Government to allow others to construct similar or other tramways elsewhere.

(2) that the grantee claims no compensation, if it be hereafter decided to construct a railway where a tramway has been allowed.

3. If you are prepared to negotiate on the above basis, the Darbar will submit the matter in due course for the consent of the Government of India, such consent being necessary before any concession can be given.

Dated Bangalore, the 18th December 1897.

From—Major-General R. A. Cole, Retired.

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

I have the honour to acknowledge the receipt of your reply No. 961—6546, of the 17th instant, and to state that as regards the "motor cars" my friends are securing in London the patents for India, so that we might be able to retain, or let on private, the use of all motor engines, passenger carriages, and goods trucks, and only let out the use of motor private carriage vans in towns, etc.

2. As regards tramway lines, I would beg to accept with my best thanks the conditions (1) and (2) laid down by the Darbar, and to request that the Darbar may be pleased to submit the concession for the consent of the Government of India.

3. As regards the condition (2), of course the Dabar will be able to give sufficient notice of the intention to construct a railway and would allow the tram line to be removed and placed, if considered desirable, in further extension as a feeder to the new terminus of any such railway.

4. I understand that the Madras Railway Company has proposed the extension of that railway from Bowringpett to Kolar, so that my application would be for the same line to run from Kolar to Srinivaspur and from thence to the Cuddappah frontier, and through Chintamani to Chikballapur. The Madras Railway Company propose some twelve such extensions, and as no doubt

considerable time may elapse before the line to Kolar may be commenced or completed, I trust that the tram lines from Bowringpet to Kolar may be allowed as soon as possible, under the condition (2) of your letter under reply.

5. I would venture to state that I began life as a Civil Engineer, and that I have passed the Government examinations as a Surveyor and as a Civil Engineer, and that the Darbar can fully rely on all works being thoroughly and carefully executed.

No. 6656, dated the 27th December 1897.

From—The Secretary to the Government of Mysore, Public Works Department,
To—Major-General R. A. Cole, Retired.

I have the honour to acknowledge the receipt of your letter, dated 18th instant, and to request that you will be good enough to specify exactly the one or two roads for which you seek in the first instance concession of tramway rights.

Dated Bangalore, the 6th January 1898.

From—Major-General R. A. Cole, Retired,
To—The Chief Engineer of Mysore, Public Works Department, Bangalore.

[See page 1.]

No. 54—380, dated the 19th January 1898.

From—The Secretary to the Government of Mysore, Public Works Department,
To—Major-General R. A. Cole, Retired.

With reference to your letters Nos. 21 and 24, dated the 6th and 8th instant, specifying the roads in this province for which you seek concessions for construction of tramways or light railways, I have the honour, by desire of the Darbar, to inform you that your application will be considered as soon as the "Mysore Tramways Regulation" now under their consideration is passed. In the meantime, I am to invite your attention to the several provisions of Act XI of 1886, entitled the "Indian Tramways Act," and to the report of the Select Committee on the Tramway Bill (published in *Gazette of India*, dated 27th March 1886, Part IV, pages 215 to 227), in which a distinction is made between a "tramway" and a "light railway."

No. 342—2051, dated the 11th April 1898.

From—The Officiating Secretary to the Government of Mysore, Public Works Department,
To—Major-General R. A. Cole, Retired.

[See page 2.]

G. I. C. P. O.—No. 817 F. D.—25-3-99—94.—Marum.

Public Works (1899) Department.

Railway Branch

CURRENT No. 658

From The Resident in Mysore

Order

C. No. 22

Dated the 12th May 1899

Received 4-da

Registered

Enclosures one

Spare copies

SUBJECT.

Light Railway from Mysore to Tellicherry

Forwarding an expression of the views of the Mysore Darbar on the application from Major-General Cole for the construction of the —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

C. No. 22 Enc: 1

From

Lieut.-Colonel DONALD ROBERTSON, C. S. I.,
RESIDENT IN MYSORE. and
Chief Commissioner of Coorg.

To

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

Dated ~~Bangalore,~~ Ootacamund the 12th May 1899.

Sir,

With reference to your letter No. 1303 Ry
dated the 19th October 1898 regarding the Concession
for the construction of a Light Railway from
Mysore to Tellicherry by the Mysore Light Railway
Feeders Company Ld:, and subsequent reminder
of the 15th February 1899, I have the honour
to enclose for information copy of a letter
marginally noted containing an expression
of the Views of the Durbar on the subject.

No. 69 dated the 26th January 1899 from the Secretary to the Government of Mysore for Railways.

29

2.

2. I need only add that General Cole's offer is of too general a nature to be seriously considered. So far as I am aware the routes to which he alludes have not been surveyed, and it is therefore impossible to say whether a railway can be advantageously constructed in the directions indicated. Nor does it appear at all certain whether General Cole's enquiry has the necessary financial backing behind it. Presumably, the General is not a capitalist himself, and it is more than doubtful whether any Company would embark on such an enterprise, unless clear data were available on which to found some promise of remunerative investments.

3. Under these circumstances it is impossible for

for me to advance any definite opinion upon the advisability of granting the concession applied for, further than saying that a line from Mysore to Virajpett with two extending branches as proposed, would be very advantageous from the point of view of easy connection with the Coast, and that if a survey, without conditions of any sort, be made, every facility for the work will be provided.

I have the honour to be,

Sir,

Your most obedient servant

Resident and
Chief Commissioner

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. Nos. 618/2.5.99 & 658/12.5.99

SUBJECT.

Light Railways in Mysore

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE MR. ARUNDEL ~~I.C.S.~~ C.S.I.

THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

FOR ORDERS.

Flag X

I invite a perusal of Notes written in October last by H.E. and Hon Members on the subject of a proposal made by a retired Army officer, Maj. Gen. R.C. Cole, to promote light railways in Mysore, and down the ghats to Tellicherry and Mangalore. I put up now another letter from Gen. Cole, dated April 5th 99, on the subject of the Arsikere Mangalore Ry.

B

Flag M The Govt. of India have also sent us a file of correspondence on the same subject, and have asked for this Govt.' opinion. [initials]

Since last October we have received expressions of opinion from the Madras Ry. Co. and recently from the Resident in Mysore (Chief Commr of Coorg). I put these up for perusal.

K

L

I have recently had a long conversation about this with Col Robertson, and another at a special interview with the Dewan, Sir Sheshadri Iyer, and I am the more confirmed in my previously expressed opinion that the less we have to do with people of General Cole's sort the better.

Beyond his personal knowledge of Mysore, a knowledge shared in by numbers of other men, and able, trained men

I know of no qualification which General Cole possesses which would justify our dealing with him.

Sir will then twaddle his constantly referring to the eminent Civil Engineer of London Sir Douglas Fox. There are somewhere about 20 equally eminent Engineers and fully 1000 more or less eminent ones in London any one of whom would only be too glad to get his fingers in an Indian job of this sort. But we have no more need of these gentlemen than we have of the equally eminent Engineers of the *ponts et chaussées* of France or of the New York Society of Civil Engineers. One would think nobody in India had ever made a railway and that we had got back to the days of General Cole's boyhood when in his days he began life as a Civil Engineer and passed a Govt. examination as a Surveyor!

What I have in mind is that the proper policy for us to adopt is to try and connect the coffee tracts with the ports of Mangalore and Tellicherry in the very cheapest way that is consistent with efficiency of service. From what the Dewan tells me, and from what I know of the Darjeeling railway, I am perfectly satisfied that such a line will do the whole of the work that a metre gauge line costing double or treble the money would be asked to do now or in the next 20 years.

I am expecting two communications, one from the Mysore Durbar, direct or through the Govt. of India

See F.G. letter & enclosure Flag J

Form No. 14.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

C. No.

NOTE FOR

about the feeder from the plateau to Mangalore, and the other from the District Board of Malabar about a 2 ft. line to Tellicherry from Coorg.

I do not suppose that both these together will cost as much as the 'Gilchrist' line, while they both will probably do double the work that his line would ever be asked to do, and so will at least pay interest at 3 % and expenses, which the metre line would never have done.

The Govt. of India by their rejection of this Govts. proposal about a metre gauge network on the western coast for the Madras Ry. have made it less likely than might otherwise have been the case that Mangalore will be connected with Cannanore within a reasonable period.

We are therefore all the more free to look on Mangalore as a Terminus for any line from the plateau, for such a line has no chance of being a feeder of any existing line. We are not therefore embarrassed about its gauge, and may willingly consent to its being 2 ft.

Yes. A.S.H.

The Dewan tells me that he sees no object worth mentioning in connecting up with the S.M.Ry at Arsikeri. All he wants is a feeder from Mangalore port up the ghat with such ramifications

as may be necessary amongst the 60000 (?) acres of coffee on the plateau. It seems to me that such a line ought to be a 10 per cent line very soon. The Darjeeling line began to pay I think 7½ and is now I believe paying 15. It stands to reason that if a line costing Rs 65,000 per mile carries as much as, and can be worked as cheaply as, a line costing double, it will earn double the dividend. There is no claim that the traffic offering to the Gilchrist metre gauge line costing Rs 1.35,000 per mile will not be perfectly well carried by a 2ft line.

The sections of the Gilchrist line are as follows.

	metre gauge	Probable cost of a well arranged 2ft line
27 miles Arsikere to Hassan at	Rs 71.887	25.000
27 " Hassan to Sakleshpur	" 82,815	27.000
25 " Sakleshpur to frontier	3.16.099	1.25.000
59 " frontier to Mangalore	1.12.709	75.000
Average per mile	1.35.118	65.000.

This is of course merely the roughest guess. But it illustrates what I mean by saying that a 2 ft line may cost only half the other. But if a road is available to lay it on, it may only cost one third.

What is now wanted is that a proper survey should be made by somebody who knows what a 2ft line is and how to survey for it. We can write about this on hearing from the Durbar.

Similarly about the Tellicherry Coorg branch

Form No. 14.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

C. No.

NOTE FOR

we can discuss matters on hearing from the District Board.

Meanwhile General Cole's claims await disposal and the drafts put up below will show H.E. and Hon Members how I would advise their being disposed of.

To treat with him will only mean indefinitely postponing the doing of anything tangible, and if we get anything out of him it will only be Mr Woolley over again. So in my opinion the less we have to say to him the better.

F.R.S.
15/5/99.

Yes.
A.G.H.
17.5.99

Gen. Cole's letters are mere "feelers". I doubt whether he has any financial backing whatever. But if he got a concession the fact that he "has at heart the welfare of Mysore" would not preclude the welfare of his own pocket!

M.A. 18.5.99.

Public Works (1899) Department.

Railway

CURRENT No. 618

Read Current No. 658. May 12th 99 4

Letter from Maj. General R.G. Cole (Rets) to Govt. Madras. dated April 5th 99. 3

D.. D. .. April 7th 98. 4

G.O. 1302. R. dated 17th Oct. 98. 2

Order No 600 Ry dated 26/5/99 33P

To Govt of India and Maj Gen R.G. Govt

Cole (Rets.) will be addressed.

No. 43 RP.

From The Govt of India

Dated 24th April 1899

Received

Registered 2.5.99

Enclosures 4

Spare copies

F.W.S.
20/5/99

The whole of these papers about Gen. Cole including the Interim G.O. (which ought not to have been recorded because it was only an ad interim one) will now be recorded in one cover. (I hope this is completed in the office. If not they have only got to ask me.) Copies need not go to E.R. or to anyone. Some the letters

F.W.S.
20/5/99

Govt

34

SUBJECT.

Light Railways in Mysore.

Forwarding - copy of the papers relating to an application from Major Gl R. A. Cole, Retired, to construct certain —, as also the Arsikere - Hassan - Mangalore Ry & requesting to be favoured with the views of the Govt of Madras on the proposals.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

R. FORM No. 12.

34 P

No. 601 Ry

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Print

To

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

Ooty, the 26th May 1899.

SIR,

R.G.S. R.24 17.5.99

AA 18.5.99

HW 19.5.99

I am directed to acknowledge the receipt of your letter No. 43-R.P. dated the 24th April 99 and to inform you that this Government, having already been addressed by Maj-General R.G. Cole Retd. have been in communication with the Resident of Mysore and Chief Commissioner of Coorg on the subject, and that ~~the~~ Lt Col Donald Robertson's views (as expressed in the accompanying copy of his letter C No. 22. dated the 12th May 99 with its enclosure) are fully concurred in. This Govt., though not concerned with the agency which the Durbar may see fit to employ for the construction of light railways and tramways within Mysore boundaries, is interested in seeing that no arrangement are drifted into which may hereafter cause embarrassment when feeders from the Coorg and Mysore plateaux to the ports of Tellicherry & Mangalore come to be dealt with.

35 2.- H.E. in Council is strongly of opinion not only that [illegible]

intermediate agency as that proffered by Maj. Gen. R. C. Cole ~~[illegible]~~ is unlikely ~~[illegible]~~ of itself to prove ~~of~~ any great value, for the State and the Durbar in cooperation can perfectly well, at any time they see fit to do so, enter into suitable arrangement for building the desired line, but also that if availed of there will almost certainly be a repetition of the sort of embarrassment experienced, and unavoidably experienced, on previous occasions when persons with no ostensible financial backing, and with a view only, and from their standpoint reasonably enough, to the spoils of promotion, have obtained concession of the sort now asked for by the retired officer whose application forms the subject of your letter under reply.

3. The subject of a 2 foot railway after the model of the Darjeeling line to connect the ~~[illegible]~~ coffee tracts at the head of the Ghat ~~[illegible]~~ [illegible] of the [illegible] with the port of Mangalore, and of a similar railway to connect the Coorg coffee estates with the port of Tellicherry, is engaging the attention of this Govt's Con. Engr. and there is reason to hope that definite proposal may soon be put forward in regard to them.

I have &

F.L.S.

15/5/99

Documents accomp:—
Copy of letter from Col Robertson with Enclos of 12/5/99 No 22 ~~[illegible]~~ & the map enclosure No. 3 to India's letter No. 43 R.Rly 24.4.99.

Despatched on 26/5/99

R. Form No. 12.

No. 602 Ry.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

35 P

To Maj Genl R. C. Cole
~~The Secy. to the Govt. of India,~~
Fairleigh ~~P. W. Department.~~
Sidmouth. Devon. England.

Ooty, the 26th May 1899.

Print

Sir,

I am desired by the Govt of Madras to acknowledge the receipt of your letter No. 78. dated the 7th Sept 98. on the subject of the programme of a projected Company to be called the Mysore Light Rys feeder Company. and also of your letter dated April 5th 99 on the subject of the Arsikere Mangalore Railway.

Appd. A.G.H. 17.5.99

ASA 18.5.99

[illegible] 19-5-99

Both letters have been fully considered by H.E. the Governor in Council and communications in regard to them have been exchanged with the Govt. of India and with the authorities in Mysore with the result that I am instructed to inform you that so far as concerns those parts of your projected scheme which lie within the boundaries of this Presidency H.E. in Council sees no need to avail himself of your proffered assistance.

I have &

F.L.S.

15/5/99

Documents accomp:
— Nil —

Despatched on 26/5/99

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intermediate ...

Public Works (1899) Department.

P. W. Ry

CURRENT No. 749.

To E.R.
No action seems
necessary we have
given our opinion
on Genl Cole's proposals
in G.O. 600 put up.
[illegible]
10.6.99

From the Govt. of India

Order

No. 73 R.P.

Record this inside the same
cover as previous papers.
Put away in B's rack.
alter the No & date of the
pending G.O. if necessary
[illegible]
9/6

Dated 30th May 1899
Received 7th June 99
Registered — do —
Enclosures.
Spare copies

SUBJECT.

Light Railways in Mysore

Forwarding for consideration certain correspondence relating to an application from Major General R. A. Cole (retired) to construct the Arsikere – Hassan Mangalore and Mysore Mangalore – Virajpet Rys.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Copy of letter No.1377 I.B., dated 26th May 1899, from the Under Secretary to the Government of India, Foreign Department, to the Resident in Mysore.

295-P.
Print

With reference to the correspondence ending with your letter No.4926, dated the 23rd September 1898, I am directed to forward a copy of a letter, dated the 6th April 1899, from Major General R.A.Cole, (retired), in which he asks for concessions to construct the Arsikere-Hassan-Mangalore railway, and a light feeder line from Mysore to Mangalore, via Hunsor Periapatam and Virajapet, with a branch line to Tellicherry.

2. The Government of India would be glad to have your opinion on the proposed scheme, and to know whether the Mysore Government have reconsidered their refusal to grant a concession to General Cole.

No.1378 I.B.

A copy of the foregoing letter, with enclosure, is forwarded to the Public Works Department for consideration, in continuation of the endorsement from the Foreign Department, No.953 I.B., dated the 13th April 1899.

By order,

Sd. J.B.Wood,
Offg.Under Secy.to the Govt.of India.

Foreign Department,
Simla,
The 26th May 1899.

32

30 S.P

From

Major General R.A.Cole,
leigh
Fair reign, Sidmouth, Devon,
England.

To

The Secretary to the Government of India,
in the Foreign Department, Simla.

April, 6th, 1899.

Sir,

With reference to my proposals, made last year, for the construction of Light Railway Feeders to the Lines in the Province of Mysore, I have the honour to state that the Dewan of Mysore has not approved of all my proposals therein laid down; but has suggested that we should take up the construction of the line from Arsekeri on the Southern Maharatta Railway Lines to Hassan, and thence, via the Mungerabad Ghaut, to Mangalore. I would now beg to suggest that the sanction of the Government of India be given to the construction of this line on the estimates of Mr. Gilchrist's Surveys, or as a Light Railway Feeder along the high road, except where the gradients, bridges, culverts, drains &c., may call for any alteration.

2. I would also venture to hope that the Government guarantee of 2½ % be allowed for the construction of the line.

3. I would also beg to request the concession to form a Light Railway Feeder from the town of Mysore to Hunsur and Periyapatam and thence on to Virajapet in the Province of Coorg and thence on by the ~~the~~ Sumpajee Ghaut to Mangalore, with a branch line to Tellicherry. I trust that the guarantee of 2½ % be also allowed for this line.

4. By the former lines the Coffee Planters of Mysore will have an outlet for their Coffee to Mangalore; and by the latter line the Planters of Coorg will also have a similar

out

33

outlet for their produce.

5. As intimated in my correspondence last year Mr Douglas Fox, the eminent Civil Engineer of London, will be our ConsultingEngineer, and the Government may rely with all confidence on our carrying out the works to its entire satisfaction.

I have &c.,

Sd. R.A. Cole.

All communications should be addresed to the Secretary.

No. 73 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.

Simla, the 30th May 1899.

The under-mentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for consideration in continuation of Government of India letter No.43 R.P., dated the 24th April 1899.

By order,

W. J. McCammon Captain, R.E.
Offg. Under Secretary.

Documents referred to.

Copy of letter No.1378 I.B., dated 26th May 1899, from the Foreign Department and of its enclosure, regarding the Arsikere-Hassan Mangalore and Mysore-Mangalore-Virajpat Railways.

R.R.

K.P.G.

Public Works (1899) Department.

Railway
CURRENT No. 1136.

Note
Madras office asked for originals of ... 600-2 Ry of 26/5/99.
Read 18/9/99.
DC 11/9.

Omit

Print 19 P

Order

Recorded.

7 ... R 21/9/99

From The Resident in Mysore

No. 3980 / 74.98

Dated 6th Septr '99
Received 11th do
Registered do
Enclosures
Spare copies

SUBJECT.

Railway concession to construct certain light Rys in Mysore, as also the Arsikere–Hassan Mangalore Ry

Forwarding copy of a letter from the Govt of India in the Foreign Deptt to Major General R. A. Cole stating that there is no prospect of his being granted the ——.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 3980
74·98

Encl

From

The RESIDENT in MYSORE.

Print

To

The Secretary to the Government of Madras,

Public Works Department,
Railway Branch.

Dated Bangalore, 6th September 1899.

Sir,

With reference to correspondence ending with this office letter C.No.2 P dated the 12th May 1899, I have the honor to forward a copy of a letter No.2441-I/B dated the 23rd August 1899, from the Government of India in the Foreign Department to the address of Major General R.A.Cole (Retired), attached in which he was informed that there was no prospect of his being granted the Railway concession applied for.

I have the honor to be

Sir,

Your most obedient servant

Hobbs

For Offg: Resident.

H.C.

1

Copy of Letter no: 2441. I/B dated the 23rd August 1899 from the Govt: of India in the Foreign dept to major General R.A. Cole, retired Hair reign. Lidmouth. Devon. England.

1888.

Print

—

I am directed to refer to your letters noted in the margin requesting permission to Construct certain light railways in Mysore, as also the Arsikere - Hassan - mangalore - railway.

1, dated the 14-4-98
2. " 24-8-98
3. " 6-4-99

2. I am to inform you that there is no prospect of your being granted the concession applied for.

—

"Copy"

H. Clarke.
Registrar.

Ref

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd.	} 1899.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 1162 Ry., 16th October 1899.

OCTOBER.

Light Railways in Mysore

Recording correspondence, informing Major-General R. A. Cole (retired) than there is no prospect of his being granted the concession applied for to construct certain — and also the Arsikere-Hassan-Mangalore Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., No. 852 Ry., dated 23rd June 1898.

From—Major-General R. A. Cole (retired).
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Bangalore, 7th September 1898, No. 78.

Having applied, on behalf of a proposed company to be called "The Mysore Light Railway Feeders (Limited)," to the Mysore Durbar and to the Chief Commissioner of Coorg, for the concession for constructing a light railway of 2½-ft. gauge, from Mysore *viâ* Hunsur and Pereapatam to Virajendrapet in South Coorg, and thence down the Sampaji ghât to Mangalore, and by the other (Periambady) ghât to Tellicherry, I have the honour to request that the sanction of the Government of Madras may be conveyed to me to construct that portion of the proposed line which is situated in the district of South Canara.

2. It is proposed to run these light railways along the side of the existing high roads, except where the gradients, bridges, and culverts are not suitable. Such portions will be constructed separately by the company. The ghât portion will be made on the "rack system" as on the Coonoor Railway.

3. Sir Douglas Fox, the eminent Civil Engineer of London, is the Consulting Engineer for the proposed company and the Government can rely on the work being well and thoroughly carried out.

Order—No. 1302 Ry., dated 19th October 1898.

Copies of Major-General Cole's letter No. 78, dated Bangalore, the 7th September 1898, will be forwarded to the Resident in Mysore and to the Agent, Madras Railway, with a request that Government may be favoured with any remarks that they may have to make thereon. A perusal is invited of paragraphs 5 and 6 of the letter from this Government to the Government of India, No. 613 Ry., dated the 23rd April 1898, which will be found in this Government's Proceedings (copy attached) No. 852 Ry., dated the 23rd June 1898.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Resident in Mysore.
Dated—Madras, 19th October 1898, No. 1303.

I am directed to forward herewith, for favour of remarks, a copy of the Proceedings of this Government No. 1302 Ry., dated 19th October 1898, embodying an application from the Mysore Light Railway Feeders Company (Limited) for a concession for the construction of a light railway from Mysore to Tellicherry.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 15th November 1898, No. 1079.

With reference to G.O., No. 1302 Ry. of the 19th of October 1898, I have the honour to offer the following remarks:—

2. A railway between Mysore and the Western Coast can hardly, I think, be regarded as a "feeder" railway, and I strongly deprecate the construction of any such railway except on the gauge which the Supreme Government shall determine is to be the gauge of the railways on the Western Coast with which such a railway must necessarily link up. The question of the gauge to be adopted for the Calicut-Cannanore line and for its further extension north and south is now before the Government, and upon the decision of the Government depends the question of the gauge to be adopted of a railway leaving the Western Coast for Mysore.

3. We have already had short experience of a rack railway and its disadvantages, and I think the Government will be wise if it decides that the traffic to be hauled between the Coast and Mysore shall not be restricted to the limited carrying capacity of a rack railway.

4. I have already, in my letter No. 828 of the 20th September 1898, expressed the opinion that the Wynaad and Coorg districts should be regarded as within the sphere of the Madras Railway; and if it is decided that the metre gauge is to be laid between Calicut and Cannanore, then I would suggest that an experienced survey party be instructed to survey the country for a metre gauge railway from Tellicherry before any decision is given as to whether a Coast Railway shall be started from Mangalore or Tellicherry. Railways have, from time to time, been urged to connect Mysore with Mangalore, Calicut and Tellicherry.

5. I may be wrong, but my own idea is that a railway starting from Tellicherry could be made to serve satisfactorily, with short branches, all the districts for which railway communication has been claimed; while I am afraid if a railway is constructed to connect Mysore with Mangalore only, both Tellicherry and Calicut will continue to agitate for direct lines through the hills.

6. I attach a copy of an interesting letter bearing on the subject of General Cole's proposals, from Mr. E. W. Stoney, the Company's Chief Engineer.

Enclosure.

From—The Chief Engineer, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 7th November 1898, No. C. 1464.

[Your No. 11351/11206 of 28th ultimo.]

From an inspection of the only map at my disposal, viz., the ordnance survey of India (scale 4 miles to an inch) it would appear that the lines for which a concession is sought by General Cole would measure approximately as follows:—

Mysore to Virajendrapet	64 miles.
Virajendrapet to Tellicherry	40 „
Total, Mysore to Tellicherry ...	104 „

viâ Hunsur and Virajendrapet.

Virajendrapet to Mangalore	95 miles,

or a total of 199 miles of new branch lines.

2. From your letter No. 828 of the 20th of September 1898, I understand that the Wynaad and Coorg districts of the Madras Presidency are regarded as legitimately belonging to the Madras Railway, and the Madras Chamber of Commerce strongly endorsed this view so far back as May 1888, in their letter to the Government of Madras in which they say—

"The large tract bound by the Southern Mahratta main line and the Bellary-Kistna Railway to the north, by the south-west line of the Madras Railway to the south, by the Coromandel Coast to the east, and the Malabar Coast to the west, might have been reasonably regarded as the proper field of labour of the Madras Railway Company. The intrusion of the Southern Mahratta

Railway Company into the State of Mysore, which was placed in direct railway communication with the coast at Madras eighteen years before that company was established, is an encroachment on the legitimate field of the Madras Railway Company that must militate against the commercial prosperity of Madras and contribute to the development of Marmagoa. The Chamber attaches importance to the fact that the Deputy Commissioner of the Bangalore district had occasion a few days ago to place on record his opinion that the transfer of the Mysore State Railway to the Southern Mahratta Railway Company, which was given effect to in July last, has not benefitted the country or the railway. In the Chamber's opinion the transfer should have been made to the Madras Railway Company, in view to the eventual extension from Mysore to Coorg or the Wynaad. If the Madras line has to submit both to the shrinkage of traffic in Mysore and to the diversion of traffic from its north-west line, its prospects will be most seriously affected, and the Presidency capital inevitably sustain permanent injury. The Chamber, therefore, respectfully begs the Government to do what lies in its power to prevent the accomplishment of a mistake that its successors may have bitter cause to lament".

3. You have already recommended the construction of a metre gauge railway from Tellicherry or Calicut to Mysore, and claimed the construction of this line for the Madras Railway.

4. As the Madras Government have already, after much consideration, decided that it is most desirable to create a large metre gauge system to serve the country west of Podanur, and to give the construction and working of this to the Madras Railway Company, it would be a mistake to allow lines of another gauge to be made by a different agency in connection with these, and would, in fact, be reverting to a policy already condemned by the Government in their G.O., No 852 R. of 23rd June 1898, in which they say "the demand for opening up Coorg has weighed greatly with this Government, &c."

5. Any new lines required in the Wynaad, Coorg or Mysore can be more cheaply constructed and worked by an old established company like the Madras Railway Company with its staff of experienced officers in all departments than by any new company.

6. In the first instance there would be saved the usual promotion expenses necessary to the formation of any new company in London, often a heavy charge, and afterwards in perpetuity the extra cost of a separate Board of Directors, Secretary and London offices, as well as a separate administrative staff in India; the aggregate of both of which would form a considerable extra charge on the net revenues of small branches. These would be saved if the lines were constructed by the Madras Railway.

7. The Madras Railway Company should also be able with its credit to obtain capital at a lower rate of interest than any new company, such as that proposed by General Cole.

8. Had the construction of the Nilgiri Railway been entrusted to this company, it would, in all probability, have been made in about two years, and at much less cost, as there would have been no lack of funds available to prosecute the work with vigour; it was, however, given to a concessionaire with the result that its construction has taken nearly seven years, with a consequent great outlay on supervision, &c., and has deprived the hills of the benefits of railway communication during most of this time.

9. The experience gained in this instance is not encouraging, and shows that the employment of new agencies is at least attended with considerable risk, without any countervailing advantages.

From—The Secretary to the Government of Mysore for Railways.
To—The First Assistant to the Resident in Mysore.
Dated—Bangalore, 26th January 1899, No. 69.

I am desired to acknowledge the receipt of your letter No. 5786, dated 29th October 1898, regarding Major-General Cole's application for permission to make a $2\frac{1}{2}$-ft. light railway from Mysore *viâ* Hunsur to Virajendrapet in Coorg and thence on one side to Mangalore through the Sampanji ghât and on the other side to Tellicherry through the Periambady ghât.

2. In the opinion of the Durbar, such a railway would be of great benefit to the tracts to be served by it. The portion of it which is in Mysore is not embraced in our present programme of railway construction by the State. Under such circumstances the Durbar have no objections to a private company being allowed to make this railway, provided the Governments of Madras and Coorg join in granting the company a concession for the entire line up to Tellicherry or Mangalore or to both places.

3. The interests of the State would, however, be better served by railway communication to Mangalore *viâ* the Manjarabad ghât, and the Durbar understand that Major-General Cole has already applied to the Government of India for a concession to make such a railway, either on the metre or $2\frac{1}{2}$-ft. gauge.

4. The other large railway extension beyond the State, which would be most useful, is the Nunjangode-Erode, regarding which I beg to refer you to my letter No. 709, dated 16th September 1898.

5. In the opinion of the Durbar, the relative importance of the three lines above referred to is as follows:—

First—Nanjangode-Erode.
Second—Arsikeri *viâ* Hassan and the Manjarabad ghât to Mangalore.
Third—Mysore *viâ* Hunsur and Virajendrapet to Mangalore and to Tellicherry.

6. The other railways immediately required are the small branches from Bowringpet to Kolar and from Dodaballapur to Chikballapur. These branches the Durbar propose constructing themselves in their own Public Works Department.

7. In returning the enclosures of your letter under reply, I am to request you will be so good as to furnish the Durbar with a copy of the Madras G.O., No. 852 Ry. of 23rd June 1898, forwarded therewith.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 9th February 1899, No. 11351/151.

In continuation of my letter No. 11351/1079, dated the 15th November 1898, I have the honour to enclose, for your information, extract of a letter received from the Board in reply to paragraph 11 of my No. 2390, dated the 1st December 1898.

Enclosure No. 1.

Extract from a letter from—The Agent and Manager, Madras Railway.
To—The Secretary to the Board of Directors, Madras Ry. Co.
Dated—1st December 1898, No. 2390.

11. *Proposed Light Railway from Mysore to Mangalore.*—I forwarded by the mail of the 17th ultimo a copy of G.O., No. 1302 Ry., dated the 19th October 1898, requesting my views on the construction of a proposed light railway of 2′ 6″ gauge from Mysore to Mangalore. I also then sent you a copy of my reply to the Consulting Engineer, dated the 15th ultimo, together with a copy of Mr. Stoney's letter therein referred to. I trust that my views on the subject have the approval of the Board.

Enclosure No. 2.

Extract from a letter from—The Secretary to the Board of Directors, Madras Ry. Co.
To—The Agent and Manager, Madras Railway.
Dated—13th January 1899, No. 988.

"10. *Regarding 2′ 6″ light railway from Mysore to Mangalore.*—In reply to paragraph 11 of No. 2390, I am directed to inform you that the Board entirely endorse the view taken by you and the Chief Engineer that a proposal by a new company to construct a 2′ 6″ light railway from Mysore to Mangalore cannot be entertained. A railway between those two places will, in communication with the Mysore State, naturally form part of the metre gauge system for the western districts to be constructed by the Madras Railway as part of the scheme now under discussion, if approved by the Government of India."

From—Major-General R. A. Cole.
To—The Consulting Engineer for Railways, Madras.
Dated—Fairleigh Sidmouth, Devon, England, 5th April 1899.

I have the honour to inform you that I have applied to the Government of India for the concession of constructing the line of railway from Arsikere on the Southern Mahratta Railway in Mysore to Hassan, and thence by the Manjarabad ghât to Mangalore, as a light railway feeder, between those two places.

2. I may here state that, before leaving Bangalore, the Dewan of Mysore asked me and my syndicate to undertake this line, either on the plans and estimates of Mr. Gilchrist, the Engineer who surveyed the line, or on the light metre gauge along the existing high road; in the latter case our Company would alter the gradients and build separate bridges, culverts, and drains wherever the existing ones require it.

3. In either case it is proposed to negotiate the Manjarabad ghât on the rack-system. I have the honour to request the sanction of the Government of Madras to constructing the line between the frontiers of Mysore and Mangalore. It is proposed that the Government guarantee of 2½ per cent. is to be made. I believe that this is the guarantee allowed by the Government of Travancore for the extension in that territory.

4. I have also applied for the concession of a line from Mysore to Hunsur and Periapatam, and thence on to Virajendrapet in the province of Coorg, and thence down the Sumpaji ghât to Mangalore, with a branch line from Virajendrapet to Tellicherry. This is to be on the light metre gauge along the high road, except where the gradients, bridges, culverts, &c., would not be able to carry the line. These would have to be reconstructed by the Company. I have the honour to request the sanction of the Government of Madras may be accorded for the construction of these lines, over portions of land lying between the frontiers of Coorg and Mangalore and Tellicherry respectively. It is also hoped that the guarantee of 2½ per cent. may be accorded to this line also.

5. I may here state that Sir Douglas Fox, the eminent Civil Engineer of London, is our Consulting Engineer, and every confidence may be placed in our carrying out all works to the entire satisfaction of the Government.

From—The Resident in Mysore and Chief Commissioner of Coorg.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.
Dated—Ootacamund, 11th May 1899.

I waited to answer your letter, of the 15th ultimo, until I could see the Dewan of Mysore, and discuss the case as regards railway connection between the Mysore plateau and the West Coast to Mangalore, or elsewhere, with him. He has now sent me a memorandum, copy of which I enclose, as it will show exactly what his views are. You will see that he is prepared, on behalf of Mysore, to meet the cost of any further survey necessary in Mysore territory, and further he holds out a promise that the Durbar will provide funds for the construction of that part of the line which may lie within the limits of their State. In conversation he has told me that, looking to the necessarily speculative character of the work, it will, in his opinion, be difficult to induce any *bonâ fide* working company to undertake the whole project unaided; and he is probably right, though you may perhaps be able to induce a company to embark on the enterprise, with Mysore as a partner, and participating in the profits on the basis of capital expenditure.

2. Naturally as a Mysorean the Dewan is in favour of the more direct route from Mysore to the sea, but looking at the whole question from a broader standpoint, the advantages of a route to Tellicherry must also be considered. The opinion in Coorg —an interested opinion of course—is that the ghâts there, down to the West Coast, are easier than the Mangalore (Manjarabad) route; but there is one point which may perhaps be regarded as free of all doubt, viz., that it would not pay to make two lines, fairly near each other, down such steep ghâts as that to Tellicherry as well as to Mangalore; therefore the obvious course appears to be to survey both ghâts for, say, a 2′ 6″ line, to be worked possibly on the same methods as the Darjeeling Railway. With a continuation of the existing line, from Bangalore to Mysore southwards to meet one from Erode to Tellicherry, the interests of the Mysore planters, and certainly of the Coorg planters, would be sufficiently well served. If, as there is reason to hope, the Tellicherry ghât is easier than that leading down to Mangalore, or indeed if both routes are about equal, the advantages of the former port over the latter are so considerable, as to render it almost imperative to discard Mangalore altogether.

3. The Dewan expresses some preference for the rack-system as presenting a solution for the difficulties of the abrupt descent, in a short length, of the Mangalore ghât; the load of a rack railway is so small, however, that in the present case the project could not possibly prove remunerative.

* * * * *

P.S.—Since writing this letter I understand from the Dewan that, rather than provide capital for the line within Mysore limits, he would prefer that the State should under-write any guarantee necessary, and from what he has heard of the Cochin State Railway terms he is rather attracted towards that form of engagement. If, however, the Tellicherry route is adopted, the connection of Mysore with the scheme of descent to the West Coast would presumably be confined to a short extension of the Bangalore-Mysore-Nanjangode line.

Enclosure.

Memorandum from—The Dewan of Mysore.
To—The Resident in Mysore and Chief Commissioner of Coorg.
Dated—Ootacamund, 1st May 1899.

The Arsikere-Mangalore Railway.

This most useful work is in abeyance, because of its prohibitive cost according to Mr. Gilchrist's survey.

2. The main elements of this survey are—

Total length	Miles 137·29
Total cost	Rs. 1,86,88,646
Cost per mile	„ 1,35,118

3. The heaviest ghât work included in the above begins at the 63½ mile from Arsikere and continues for 15½ miles up to the frontier. In this length a descent of 1,650 ft. is accomplished at a mileage rate of 3½ lakhs, that is for a total cost of 54¼ lakhs. By adopting the rack system with, say, a gradient of 1 in 12½ as on the Nilgiri Railway, the descent of 1,650 ft. can be accomplished in some 4 miles at a total cost of about 9 lakhs. The adoption of such an alteration (*i.e.*, the substitution of four miles of the rack for 15½ of the adhesive system for the steepest ghât portion) would give us the following approximate figures:—

Total length	Miles 125
Total cost	Rs. 141 lakhs.
Cost per mile	„ 1,12,000

4. Even the reduced cost as above would not make the work reasonably remunerative. Moreover it would be desirable to avoid resort to the rack-system on a railway of this kind.

5. Under such circumstances, it is desirable to investigate the feasibility of a light railway (on the 2½′ or even 2′ gauge) for giving us the much required railway communication between Arsikere or other convenient point on the metre gauge Mysore State Railway and Mangalore on the West Coast. A light railway of this kind would be found sufficient for many years to come, and its average mileage cost (I believe) need not exceed Rs. 30,000. The existing ghât road can be utilized in part so as to reduce the cost as far as possible. A moderate average rate of speed would be quite sufficient for the kind of traffic to be carried, and on the steeper grades this rate could be considerably reduced, so as to economize the cost of working.

6. Arsikere was selected as the junction for a metre gauge branch, because of engine accommodation, &c, at that place. With the change of gauge now proposed it is not essential that the junction should be at Arsikere. Nor would I regard the Manjarabad ghât as the only available route for the proposed railway. Where the new railway should take off and what particular ghât it should follow should be decided, after due investigation of the country, upon grounds of cheap construction and economical working. Possibly Tiptur would be a good point from which the new railway should start, if it is to go by Hassan and the Manjarabad ghât, as by taking it from Tiptur the difficult country between Arsikere and Hassan would be avoided. If the bund ghât is the better route, then possibly the line should start from Banawar, and cross the Yegachi at Belur on the road bridge and reach the top of the ghât *viâ* Mudigere. Such a line would have to be connected by branches with Chikmuglur and Hassan. These are details which have to be settled by a thorough investigation of the country.

7. Thus the first step required is a proper survey and estimate of the entire line on the basis of a 2½′ or 2′ gauge. The Durbar are willing to join the Madras Government in getting such a survey made at once and to provide the funds required for the portion of the line within the frontier. It is only by means of such a survey and estimate, we can definitely decide upon the merits of the proposed railway.

8. If we are able to arrive at a favourable decision, the Durbar will be prepared to construct the portion of the line within their frontier, if the Madras Government will do or get done the portion up to Mangalore. The understanding should be that the entire line up to Mangalore is to be regarded as one undertaking and to be managed by the same agency, the net profits being divided between the two Governments in the proportion of the capital cost of their respective sections.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Govt. of Madras, P. W. Dept., Railway Branch.
Dated—Simla, 24th April 1899, No. 43 R.P.

I am directed to forward, herewith, copy of the papers relating to an application from Major-General R. A. Cole, retired, to construct certain light railways in Mysore, as also the Arsikere-Hassan-Mangalore Railway and to say that the Government of India will be glad to be favoured with the views of the Government of Madras on the proposals.

2. It will be seen from letter No. 4926, dated 22nd September 1898, from the Resident in Mysore to the address of the Foreign Department, which forms one of the enclosures to this letter, that the Mysore Durbar are unfavourable to Major-General Cole's proposals, but before acting on their suggestions, the Government of India desire the opinion of the Government of Madras on the matter.

Enclosure No. 1.

Memorandum from—The Secretary to the Government of India, Foreign Department.
Dated—Simla, 13th April 1899, No. 953 I.B.

A copy of the undermentioned correspondence is forwarded to the Public Works Department for consideration.

Enclosure No. 2.

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of India, Foreign Department.
Dated—Bangalore, the 14th April 1898.

I have the honour to state that I applied to the Government of Mysore last year for the concession for constructing tramways, or light railways, as feeders to the existing railways in Mysore. Colonel Bowen, R.E., the late Chief Engineer of Mysore, went carefully over the proposed lines with me, and accorded his approval to my proposals, which he laid before the Dewan of Mysore, Sir K. Sheshadri Iyer, K.C.S.I.; and, with his consent and approval, those proposals were sent on to the Resident of Mysore, for submission to the Government of India for sanction.

2. It seems, however, that the negotiations for such concessions in Native States have been reserved *ab initio* by the Government of India; and the Secretary to the Government of Mysore, in his letter No. 342—2051 of the 11th instant, copy annexed, has directed me to submit the matter to the Government of India.

3. I would beg to annex copy of my letter of the 6th January last to the Chief Engineer of Mysore, and to submit a map of Mysore with the several lines laid down in red ink.

4. With the view of protecting the interest of the existing railways, I proposed that, when any existing railway had to be extended, my proposed company, "The Light Railways of Mysore, 2nd," should give way and remove the rails on some reasonable notice being given.

5. The rails to be laid along one side of the existing roads, with diversions, when necessary, and all bridges, culverts, drains, &c., to be strengthened, or re-built in part, wherever the Chief Engineer considers necessary. This was approved by Colonel Bowen. The gauge, weight of rails, steel sleepers, engines, carriages, and vans will all be on the lines of the "Barsi Light Railway" lately opened; but I presume all these details will be left for the Mysore authorities to deal with.

6. It is proposed to carry the line on from the Gersoppa Falls to the old port of Honore. This port is really a back-water, some 5 miles long by 2 miles wide, with the entrance only 300 feet wide between two hills, with a dangerous bar across.

I am addressing the Government of Bombay to submit an application for a concession to construct a good harbour at Honore, which would be dealt with and carried out by Sir Douglas Fox, the eminent Civil Engineer. Such a harbour would give an outlet to the north of Mysore, and to all that portion of the Southern Mahratta Railway system.

7. After twenty-two years' zealous service in the old Mysore Commission, I take the deepest interest in the welfare and prosperity of Mysore and Coorg; and I trust that the Government of India will accord the requisite sanction to my proposals, which have received the cordial approval of the Dewan, Sir K. Sheshadri Iyer, K.C.S.I., and Colonel Bowen, R.E., the late Chief Engineer of Mysore. The fact of Sir Douglas Fox, C.E., being associated with me as the Consulting Engineer, is a sufficient guarantee that all the works will be satisfactorily and energetically carried out, and I would venture to solicit that early orders may be passed on the subject.

Enclosure No. 1 in No. 2.

From—Major-General R. A. Cole, Retired.
To—The Chief Engineer of Mysore, Public Works Department.
Dated—Bangalore, the 6th January 1898.

I have the honour to acknowledge the receipt of your letter No. 6656 of 27th December last, and to subjoin the list of the roads, for which I seek the concession of tramway and light railway feeders to the existing railways in these territories—

1. Bowringpet to Kolar Town, thence to Srinivaspur and the Cuddapah Frontier, with a cross line to Chikballapur.
2. From Shimoga to the Gersoppa Falls.
3. From Maddur to Sivasamudram Falls of the Cauveri.
4. Holalkere to Chitaldrug.
5. From Mysore to Hunsur, and thence to Virajendrapet in Coorg.
6. From Tarikere, *viâ* Lakvalli, to Koppa.
7. From Kadur to Chikmagalur.
8. From Yellanka for Bangalore to Chikballapur.
9. From Tumkur *viâ* Siva to Chitaldroog.
10. From Bangalore to Oossoor.
11. From Mysore *viâ* Hole-Narsipur to Hassan, along the valley of the Cauveri and Hemavati rivers.
12. From Harihur to Honnali, and thence through the Honnali Goldfields to Shimoga.

N.B.—These have been since applied for.—R. A. Cole.

2. I would deprecate any restriction to one or two roads only, as the lines would not be long, and one or two lines would be too petty for capitalists to embark in. I would urge that the larger and more comprehensive scheme, sketched out by me, should receive the sanction of the Durbar, and that the several lines should, more or less, be simultaneously pushed forward, so as to ensure the more speedy development of the feeder traffic, the interests of the Government and the public, as also of the shareholders of such a Company as would be in the position to push these feeder lines in all directions. I have already agreed that the feeder lines should give way whenever, and wherever, any regular railway is commenced; and I trust that you will kindly urge on the Durbar the advantages of having a large and powerful Company, and of the development of the several lines as proposed by me, pushed forward with as little delay as possible.

Enclosure No. 2 in No. 2.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole.
Dated—Bangalore, the 11th April 1898, No. 342—2051.

In continuation of Colonel Bowen's letter to you, No. 54—380, dated 19th January 1898, I am desired to inform you that your application for a concession to make certain tramways in Mysore may be submitted through the Government of India. I am to add that it is desirable that your application should contain full particulars of the concession sought.

Enclosure No. 3.

From—Secy. to the Govt. of India, Foreign Dept.
To—The Resident in Mysore.
Dated—Simla, the 16th May 1898, No. 1339-I.B.

I am directed to forward a letter from Major-General R. A. Cole, Retired, applying for a concession for the construction of tramways or light railways in Mysore.

2. The Government of India will be glad to know the views of the Mysore Government, together with your own opinion on the scheme.

Enclosure No. 4.

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of India, Foreign Department.
Dated—Bangalore, the 24th August 1898.

I have had the honour to submit proposals for a comprehensive scheme of light feeder railways in Mysore, which is now under the consideration of the Mysore Darbar on reference from the Government of India.

2. I have had a long interview with Sir K. Seshadri Iyer, K.C.S.I., the Dewan of Mysore, and gone through the papers connected with the construction of the proposed railway from Arsikere to Hassan and Manjarabad in Mysore, and thence to Mangalore in South Canara

3. The Mysore Durbar would appear to have decided to carry out the line from Arsikere to Hassan, but the construction of the line to Mangalore seems to be considered as too expensive on the lines laid down in Mr. Gilchrist's survey; and it is estimated by the Agent of the Southern Mahratta Railway Company that the resulting traffic would not yield more than 1 per cent. on the capital. It has, however, been shown by the Planters' Associations that the returns would yield 4½ per cent. There is no doubt that the opening out of a new railway causes a great increase in the traffic, and I would beg to request that the concession of the line from Hassan to Mangalore may be granted to me and my proposed Company, the "Mysore Light Railway Feeders, Ld.," on the same gauge as the Southern Mahratta Railway Company, allowing a 3 per cent., interest to be paid out of the capital account during construction (under clause 1, paragraph 3 of the Resolution of the Government of India No. 514-R.C. of the 17th April 1896).

4. As an alternative, I would propose that the extension from Hassan to Mangalore should be on our proposed light railway gauge of 2½ feet. Such feeder lines are proposed to be run along a portion of the existing roads except where the gradients, bridges and culverts were not suitable. The cost of construction of such a line would be enormously less than the estimates given by Mr. Gilchrist, and the profits correspondingly much higher and more certain. The portion of the line down the Ghats would, in any case, be on the rack system like the new Coonoor Railway to the Nilgiri Hills.

5. The only objection to the smaller gauge would be the "break of bulk" at Hassan; but as all the coffee would be brought to Hassan and Saklaspur, this objection would not be so important.

6. The fact of Sir Douglas Fox, the eminent Civil Engineer of London, being our Consulting Engineer, and of Sir Julian Danvers, the great authority on railways, being associated with me, would, I would fain hope, convince the Government, and the Mysore Durbar, that any concessions granted to us would be energetically and successfully carried out.

7. As the subject of the Arsikere to Mangalore Railway is now under the consideration of the Mysore Durbar, I would venture to submit copies of this letter to the Durbar, to the Resident of Mysore, and to the Government of Madras.

Enclosure No. 5.

From—The Resident in Mysore.
To—The Secretary to the Government of India, Foreign Department.
Dated—Bangalore, the 22nd September 1898, No. 4926.

In reply to your letter No. 1339-I.B., dated 16th May 1898, forwarding a letter with enclosures and map from Major-General Cole, Retired, asking for a concession to construct tramways or light railways in Mysore, I have the honour to forward copy of a letter, No. 715, dated the 14th August 1898, with accompaniments, from the Durbar.

2. The view taken by the Dewan is unfavourable to Major-General Cole's proposals, and without discussing these in detail it seems to me abundantly clear that if any light railways are to be constructed in Mysore the Durbar should make and own them entirely. The undertaking, if the lines are carefully selected, gives promise of considerable advantage, and there is no reason why any portion of the benefit derivable from such a project should be appropriated by a Company. Mysore has a well-ordered Public Works Department, and may safely be trusted, as funds are available, to construct her own light railways without the intervention of promoters.

3. For these reasons I would suggest that Major-General Cole be informed by the Government of India, as I have already ventured to inform him personally, that there is no prospect of his obtaining the concession he has applied for.

4. In this connection I would invite attention to my (confidential) letter No. 2583, dated 23rd May 1898.

Enclosure No. 1 in No. 5.

From—The Secretary to the Government of Mysore for Railways.
To—The First Assistant Resident in Mysore.
Dated—14th August 1898, No. 715.

I am desired by the Durbar to acknowledge the receipt of your letter No. 2695—74-98, dated 1st June 1898, asking for an expression of their opinion upon Major-General Cole's application for a concession to make light railways in Mysore, and in reply to submit the following observations.

2. As Major-General Cole has appended to his application copies of two letters dated 6th January 1898 and 11th April 1898 out of the correspondence between him and this office, and as reference to the entire correspondence is necessary to explain the views held by the Durbar, copies of the letters noted hereunder are forwarded herewith:—

(1) Major-General Cole, to Secretary, P.W. Dept., dated 12th December 1896.
(2 Secretary, P.W. Dept., to Major-General Cole, dated 27th March 1897, Camp No. 13.
(3) Major-General Cole, to Secretary, P.W. Dep., dated 3rd December 1897.
(4) Secretary, P.W. Dept., to Major-General Cole, dated 17th Dec. 1897, No. 961—6516.
(5) Major-General Cole, to Secretary. P.W. Dept., dated 18th December 1897.
(6) Secretary, P.W. Dept., to Major-General Cole, dated 27th December 1897, No. 6656.
(7) Major-General Cole, to Secretary, P.W. Dept., dated 6th January 1898.
(8) Secretary, P.W. Dept, to Major-General Cole, dated 19th Jan. 1898, No. 54—380.
(9) Secretary, P.W. Dept., to Major-General Cole, dated 11th April 1898, No. 342—2051.

3. In Colonel Bowen's letter of the 17th December 1897, Major-General Cole was distinctly informed that the Durbar were not disposed to give anything in the shape of a monopoly or what would in any way tie them down in the future as to railway extensions or concessions to others, but that they could, if desired, grant leave to construct tramways on one or more specified roads. At that time Major-General Cole was understood to be an applicant for tramways, and not railways. His reply of 18th December 1897 actually accepted the express condition of removing the proposed tramways wherever the State wished to build a railway. The limited scope of proposed tramway concession was again referred to in Colonel Bowen's letter of the 27th idem, wherein he was asked to specify the one or two roads upon which he sought to make his tramways. Upon this Major-General Cole wrote his letter of 6th January 1898, a copy of which is an enclosure to his present application to the Government of India. In this letter he deprecated his being restricted to one or two roads, as the lines would be too petty for capitalists to embark upon, and he urged consideration of the comprehensive scheme already put forward by him for the making of railway feeders in all parts of the State as per the long list appended to his letter. This in effect was asking for what the Durbar had already declined to grant in Colonel Bowen's letter of 17th December 1897, but the whole matter was brought to rest for the time being by the letter which Colonel Bowen wrote on 19th January 1898, by direction of the Officiating Dewan, Sir K. Sheshadri Iyer being then on leave, informing Major-General Cole that his application would be considered after the passing of a Tramway Regulation for Mysore, and meanwhile calling his attention to the provisions of the Indian Tramways Act, XI of 1886, and to the distinction between tramways and light railways.

4. Major-General Cole's present application to the Government of India is *expressly* for a concession to make twelve railways of the pattern of Barsi Light Railway to serve as feeders to railways already existing or under construction. The list includes nearly all feeder lines likely to be required in this State for many years to come, and the Durbar have no hesitation in saying that it would be most undesirable to grant to any single person or Company a concession of the scope of the one for which Major-General Cole is an applicant. His scheme, beginning originally as a proposal to use *motor* cars on Mysore roads and afterwards altered into one for making and working tramways on selected roads, has now obtained the magnitude of a programme to satisfy the present and future wants of the State in the matter of railway communication. Major-General Cole in putting forward such a scheme has at heart the welfare of Mysore, and the Durbar, while fully appreciating his desire to develop the resources of the State, in which he takes such deep interest by reason of his long connection with it, entertain serious doubts as to the scheme put forward by him being capable of practical realization. The Durbar are not aware that he has investigated the traffic prospects of any of the lines he asks to be permitted to construct, nor does his application comply with the Government of India Resolution, dated Simla,

17th April 1896, No. 514-R.C., regarding the terms on which the Government are prepared to consider offers for the construction, by the agency of private Companies, of branch lines forming feeders to State Railways. Under such circumstances the Durbar much regret being compelled to come to the conclusion that the grant of the large concession which Major-General Cole now applies for would be undesirable in the interest of all concerned.

5. If his proposal were to make one or two small railways, in localities offering a fair prospect of remunerative returns, the Durbar would probably not decline to investigate the same on its merit, but as apparently he is disinclined to make a moderate proposal of this kind (*vide* paragraph 2 of his letter of 6th January 1898), it is unnecessary to enter into any details at present.

6. The views of the Durbar regarding railway extensions in Mysore are already before the Resident. The policy of the Durbar in the matter of such extensions has always been—and still is—to construct them, where really necessary or likely to be at all remunerative, out of State capital and to make arrangements with existing Railway Companies for the working of them upon the usual terms.

7. Among lines included in Major-General Cole's list, Bowringpet to Kolar and Dodballapur to Chikballapur are already under investigation by the Durbar with the object of their construction being undertaken by the State, but the question of the gauge is still undecided. The Durbar have no information before them that any of the other lines in Major-General Cole's list offers any prospect of remunerative traffic.

8. Enclosures of your letter are returned.

Enclosure No. 1.

From—Major-General R. A Cole, Retired.
To—The Chief Engineer of Mysore, Bangalore.
Dated—The 12th December 1896.

I have the honour to request that the Dewan of Mysore may be pleased to grant me the sole concession of working the roads, noted in the schedule, as feeders to the existing railways, with motor cars for both passengers and goods along the existing roadways or on tramways laid down thereon. I have made arrangements in London for a syndicate to carry out all such works, and Sir Douglas Fox, the eminent Engineer, will be the Consulting Engineer.

Schedule.

(1) Feeder from Bowringpet to Kolar Town.
(2) „ from Chitaldrug to Holalkere.
(3) „ from Kadur to Chikmagalur.
(4) „ from Shimoga to the Gerosoppa Falls.
(5) „ from the City Terminus to the new Targara Pettah or Chamraj Petta.
(6) „ from Bangalore City Terminus to Devanhalli and Chota Ballapur.

Enclosure No. 2.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole, Retired.
Dated—Camp Ootacamund, 27th March 1897, No. 16.

In reply to your letter dated 12th December 1896, asking for sole concession to work certain specified railway feeders, and roads in the Mysore Province by means of "motor cars" or by tramways, I have the honour, by desire of the Durbar, to inform you that the sole concession for use of motor cars cannot be granted, as public roads are free to all, and the public can run any kind of vehicles they like along them, provided they are not dangerous or a nuisance; and, before any concession can be granted for a tramway along the particular roads specified (excepting Nos. 5 and 6 in your schedule, for which others are already in the field), it will be necessary for you to give full particulars of what you ask for, what you are prepared to do, and what guarantee you are prepared to offer for due execution of what you undertake.

Enclosure No. 3 (*a*).

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of Mysore, Public Works Department.
Dated—The 3rd December 1897 (demi-official).

I send herewith my reply anent my proposed tramway lines as railway feeders. Pray kindly push the matter on as soon as possible, as I want to begin all the financial arrangements at once. Can your office sell or lend me a good road map of Mysore.

Enclosure No. 3 (*b*).

From—Major-General R. A. Cole, Retired.
To—The Chief Engineer in Mysore.
Dated—Bangalore, the 3rd December 1897.

With reference to your reply regarding my application for the concession of certain lines as railway feeders, I have the honour to state that it is proposed to work those lines by motor or steam tram-cars, and I shall feel much obliged by your informing me what sort of guarantee is required. I would submit that the fact of my friends in London having secured the services of Sir Douglas Fox, the eminent Engineer, as our Consulting Engineer, is a sufficient guarantee, and I would venture to suggest that the concessions be granted, subject to the work being commenced and completed within certain periods.

2. In addition to the lines already applied for, I would beg to request that the line from Muddur to Kollegal, *viâ* Sivasamudram, may also be granted to me, as far as it may lie within the territories of Mysore.

3. I would beg to request the early sanction of the Government, as it is proposed to begin the line from Shimoga to the Gersoppa Falls as soon as possible, so that it may be ready to act as a feeder as soon as the railway from Birur to Shimoga is opened. The other lines would also be put in hand as soon as possible after the concessions are granted.

4. It is proposed to lay the tram rails along the existing roads, or to take up land parallel with the roads. The former would enable us to complete the lines sooner.

5. The concessions to be for thirty years, with the option of renewal, or the lines to be taken over by Government at a valuation.

6. I also beg that we may be allowed the option of carrying on the tramway line from Bowringpet to Kolar Town, or to Chintamani and Srinivaspur on to the Cuddalore Frontier.

Enclosure No. 4.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. Cole, Retired.
Dated—17th December 1897, No. 961-6546.

In reply to your letter dated 3rd instant, regarding concession of certain roads in the Mysore Province for the working of some by "motor or steam tram cars," I have the honour to invite your attention to my letter Camp No. 16, dated 27th March 1897, pointing out that the concession for use of "motor cars" could not be granted for the reasons therein specified.

2. As regards tramway lines, the Durbar are not disposed to give anything in the shape of a monopoly, or what will in any way tie them down in the future as to railway extensions or concessions to others. But if you wish it, the Durbar can grant you leave to construct tramways on one or more of the specified roads (such grants alone being possible) on the following conditions:—

(1) that such grants do not affect the liberty of Government to allow others to construct similar or other tramways elsewhere.
(2) that the grantee claims no compensation, if it be hereafter decided to construct a railway where a tramway has been allowed.

3. If you are prepared to negotiate on the above basis, the Durbar will submit the matter in due course for the consent of the Government of India, such consent being necessary before any concession can be given.

Enclosure No. 5.

From—Major-General R. A. Cole, Retired.
To—The Secretary to the Government of Mysore, Public Works Department.
Dated—Bangalore, 18th December 1897.

I have the honour to acknowledge the receipt of your reply No. 961—6546, of the 17th instant, and to state that as regards the "motor cars" my friends are securing in London the patents for India, so that we might be able to retain, or let on private, the use of all motor engines, passenger carriages, and goods trucks, and only let out the use of motor private carriage vans in towns, etc.

2. As regards tramway lines, I would beg to accept with my best thanks the conditions (1) and (2) laid down by the Durbar, and to request that the Durbar may be pleased to submit the concession for the consent of the Government of India.

3. As regards the condition (2), of course the Durbar will be able to give sufficient notice of the intention to construct a railway and would allow the tram line to be removed and placed, if considered desirable, in further extension as a feeder to the new terminus of any such railway.

4. I understand that the Madras Railway Company has proposed the extension of that railway from Bowringpet to Kolar, so that my application would be for the same line to run from Kolar to Srinivaspur and from thence to the Cuddapah frontier, and through Chintamani to Chikballapur. The Madras Railway Company propose some twelve such extensions, and as no doubt considerable time may elapse before the line to Kolar may be commenced or completed, I trust that the tram lines from Bowringpet to Kolar may be allowed as soon as possible, under the condition (2) of your letter under reply.

5. I would venture to state that I began life as a Civil Engineer, and that I have passed the Government examinations as a Surveyor and as a Civil Engineer, and that the Durbar can fully rely on all works being thoroughly and carefully executed.

ENCLOSURE No. 6.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. COLE, Retired.
Dated—27th December 1897, No. 6656.

I have the honour to acknowledge the receipt of your letter, dated 18th instant, and to request that you will be good enough to specify exactly the one or two roads for which you seek in the first instance concession of tramway rights.

ENCLOSURE No. 7.

From—Major-General R. A. COLE, Retired.
To—The Chief Engineer of Mysore, Public Works Department.
Dated—Bangalore, 6th January 1898.

See Page 9 of Proceedings.

ENCLOSURE No. 8.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. COLE, Retired.
Dated—19th January 1898, No. 54—380.

With reference to your letters Nos. 21 and 24, dated the 6th and 8th instant, specifying the roads in this province for which you seek concessions for construction of tramways or light railways, I have the honour, by desire of the Durbar, to inform you that your application will be considered as soon as the "Mysore Tramways Regulation" now under their consideration is passed. In the meantime, I am to invite your attention to the several provisions of Act XI of 1886, entitled the "Indian Tramways Act," and to the report of the Select Committee on the Tramway Bill (published in the *Gazette of India*, dated 27th March 1886, Part IV, pages 215 to 227), in which a distinction is made between a "tramway" and a "light railway."

ENCLOSURE No. 9.

From—The Secretary to the Government of Mysore, Public Works Department.
To—Major-General R. A. COLE, Retired.
Dated—11th April 1898, No. 342—2051.

See Page 9 of Proceedings.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 30th May 1899, No. 73 R.P.

The undermentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for consideration in continuation of Government of India letter, No. 43 R.P., dated the 24th April 1899.

ENCLOSURE No. 1.

From—The Secretary to the Government of India, Foreign Department.
To—The Resident in Mysore.
Dated—26th May 1899, No. 1377 I.B.

With reference to the correspondence ending with your letter, No. 4926, dated the 23rd September 1898, I am directed to forward a copy of a letter, dated the 6th April 1899, from Major-General R. A. Cole (retired), in which he asks for concessions to construct the Arsikere-Hassan-Mangalore Railway, and a light feeder line from Mysore to Mangalore, *via* Hunsur, Periapatam and Virajendrapet, with a branch line to Tellicherry.

2. The Government of India would be glad to have your opinion on the proposed scheme, and to know whether the Mysore Government have reconsidered their refusal to grant a concession to General Cole.

Endt. by the Secy. to the Govt. of India, Foreign Department, dated Simla, 26th May 1899, No. 1378 I.B.

A copy of the foregoing letter, with enclosure, is forwarded to the Public Works Department for consideration, in continuation of the endorsement from the Foreign Department, No. 953 I.B., dated the 13th April 1899.

ENCLOSURE No. 1 in No. 1

From—Major-General R. A. COLE.
To—The Secretary to the Government of India, in the Foreign Department.
Dated—Fairleigh Sidmouth, Devon, England, 6th April 1899.

With reference to my proposals, made last year, for the construction of light railway feeders to the lines in the province of Mysore, I have the honour to state that the Dewan of Mysore has not approved of all my proposals therein laid down; but has suggested that we should take up the construction of the line from Arsikere on the Southern Mahratta Railway lines to Hassan and thence, *viâ* the Manjarabad ghat, to Mangalore. I would now beg to suggest that the sanction of the Government of India be given to the construction of this line on the estimates of Mr. Gilchrist's surveys, or as a light railway feeder along the high road, except where the gradients, bridges, culverts, drains, etc., may call for any alteration.

2. I would also venture to hope that the Government guarantee of 2½ per cent. be allowed for the construction of the line.

3. I would also beg to request the concession to form a light railway feeder from the town of Mysore to Hunsur and Periyapatam and thence on to Virajendrapet in the province of Coorg and thence on by the Sampanji ghat to Mangalore, with a branch line to Tellicherry. I trust that the guarantee of 2½ per cent. be also allowed for this line.

4. By the former lines the coffee planters of Mysore will have an outlet for their coffee to Mangalore; and by the latter line the planters of Coorg will also have a similar outlet for their produce.

5. As intimated in my correspondence last year, Sir Douglas Fox, the eminent Civil Engineer of London, will be our Consulting Engineer, and the Government may rely with all confidence on our carrying out the works to its entire satisfaction.

From—The Resident in Mysore and Chief Commissioner of Coorg.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Ootacamund, 12th May 1899.

With reference to your letter No. 1303 Ry., dated the 19th October 1898, regarding the concession for the construction of a light railway from Mysore to Tellicherry by the Mysore Light Railway Feeders Company (Limited), and subsequent reminder of the 15th February 1899, I have the honour to enclose, for information, copy of a letter No. 69, dated the 26th January 1899, from the Secretary to the Government of Mysore for Railways, containing an expression of the views of the Durbar on the subject.

2. I need only add that General Cole's offer is of too general a nature to be seriously considered. So far as I am aware, the routes to which he alludes have not been surveyed, and it is therefore impossible to say whether a railway can be advantageously constructed in the directions indicated. Nor does it appear at all certain whether General Cole's enquiry has the necessary financial backing behind it. Presumably, the General is not a capitalist himself, and it is more than doubtful whether any company would embark on such an enterprise, unless clear data were available on which to found some promise of remunerative investments.

3. Under these circumstances it is impossible for me to advance any definite opinion upon the advisability of granting the concession applied for, further than saying that a line from Mysore to Virajendrapet with two extending branches as proposed, would be very advantageous from the point of view of easy connection with the coast, and that if a survey, without conditions of any sort, be made, every facility for the work will be provided.

Order—No. 600 Ry., dated 26th May 1899.

The Government of India and Major-General R. A. Cole (retired) will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 26th May 1899, No. 601 Ry.

I am directed to acknowledge the receipt of your letter No. 43 R.P., dated the 24th April 1899, and to inform you that this Government, having already been addressed by Major-General R. A. Cole, retired, has been in communication with the Resident of Mysore and Chief Commissioner of Coorg on the subject, and that Lieutenant-Colonel Donald Robertson's views (as expressed in the accompanying copy of his letter, C. No. 22, dated the 12th May 1899, with its enclosure) are fully concurred in. This Government, though not concerned with the agency which the Durbar may see fit to employ for the construction of light railway and tramways within Mysore boundaries, is interested in seeing that no arrangements are drifted into which may hereafter cause embarrassment when feeders from the Coorg and Mysore plateaux to the ports of Tellicherry and Mangalore come to be dealt with.

2. His Excellency in Council is strongly of opinion not only that such intermediate agency as that profferred by Major-General R. A. Cole is unlikely of itself to possess any great value, for the State and the Durbar in co-operation can perfectly well, at any time they see fit to do so, enter into suitable arrangements for building the desired lines, but also that if availed of there will almost certainly be a repetition of the sort of embarrassment experienced, and unavailingly experienced, on previous occasions when persons with no ostensible financial backing, and with a view only, and from their standpoint reasonably enough, to the spoils of promotion, have obtained concessions of the sort now asked for by the retired officer whose application forms the subject of your letter under reply.

3. The subject of a 2-ft. railway, after the model of the Darjeeling line, to connect the coffee tracts at the head of the ghât surveyed by Mr. Gilchrist with the port of Mangalore, and of a similar railway to connect the Coorg coffee estates with the port of Tellicherry, is engaging the attention of this Government's Consulting Engineer, and there is reason to hope that definite proposals may soon be put forward in regard to them.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—Major-General R. A. Cole, Fairleigh, Sidmouth, Devon, England.
Dated—26th May 1899, No. 602 Ry.

I am desired by the Government of Madras to acknowledge the receipt of your letter No. 78, dated the 7th September 1898, on the subject of the programme of a projected Company to be called the Mysore Light Railway Feeder Company, and also of your letter, dated 5th April 1899, on the subject of the Arsikere-Mangalore Railway.

Both letters have been fully considered by His Excellency the Governor in Council and communications in regard to them have been exchanged with the Government of India and with the authorities in Mysore, with the result that I am instructed to inform you that, so far as concerns those parts of your projected schemes which lie within the boundaries of this Presidency, His Excellency in Council sees no need to avail himself of your profferred assistance.

From—The Resident in Mysore.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Bangalore, 6th September 1899, No. 3980/74-98.

With reference to correspondence ending with this office letter C. No. 2, dated the 12th May 1899, I have the honour to forward a copy of a letter No. 2441 I./B., dated the 23rd August 1899, from the Government of India in the Foreign Department, to the address of Major-General R.A. Cole (retired), in which he was informed that there was no prospect of his being granted the railway concession applied for.

ENCLOSURE.

From—The Secretary to the Government of India in the Foreign Department.
To—Major-General R.A. Cole (retired), Fairleigh, Sidmouth, Devon, England.
Dated—23rd August 1899, No. 2441 I./B.

(1) Dated the 14th April 1898.
(2) „ 24th August 1898.
(3) „ 6th April 1899.

I am directed to refer to your letters noted in the margin requesting permission to construct certain light railways in Mysore, as also the Arsikere-Hassan-Mangalore Railway.

2. I am to inform you that there is no prospect of your being granted the concession applied for.

ORDER—No. 1162 Ry., dated 16th October 1899.

Recorded.

(True Extract.)

Secretary.

To
The Consy Engr for Railways.

Rd. T. K. Narayana Aiyangar.

Despatched on 24/10/99