Public Works (189) Department.

RAILWAY BRANCH.

G.O., No. 548 Ry 549

DATED 9-5-99

260

[Despatch Abstract.]

Railway Conference of 1899

Ordered that the note by the Consulting Engineer for Railways, Madras, for the ——, be forwarded to the Govt of India.

Forwarding a note by the Chief Engr. for Rys. Madras, for consideration at the ——

P. W. 26. 100—30-3-99.

Indexed.

BACK PAPERS.

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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 548 Ry., 9th May 1899.

MAY.

Railway Conference of 1899

Ordered that the note by the Consulting Engineer for Railways, Madras, for the —, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Letter from the Government of India, dated 1st March 1899, No. 018 R.P.
Note by the Consulting Engineer for Railways, Madras, for the Railway Conference of 1899, dated 26th April 1899.

ORDER—No. 548 Ry., dated 9th May 1899.

The Government of India will be addressed.

[Here enter No. 549 Ry., dated 9th May 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

Exd. T. K. Narayana Aiyangar.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, ESQ., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

In your Circular letter, No. 018 R.P., dated the 1st March 1899, this Government was directed to submit proposals, before the 15th of May, for new lines not yet considered, as well as any further proposals, or fresh information, in connection with projects which have already been submitted for consideration at past conferences.

2. In reply I am directed to enclose a note by this Government's Consulting Engineer for Railways, reviewing the several projects which are of interest to this Presidency, and placing in an order of preference—an order approved by His Excellency the Governor in Council—those projects of whose inception within a reasonable period there would appear to be some prospect.

3. Although not in a position on the present occasion, in accordance with the request contained in your letter under reply, either to submit proposals for new lines, or to put forward further proposals or fresh information in connection with projects already considered at past conferences, His Excellency the Governor in Council considers this to be a suitable opportunity for addressing a general letter to the Government of India on the subject of Railways yet to be built, in which this Presidency is interested.

4. This Government has just received, with much satisfaction, the intimation conveyed in your telegram No. 740 R.C., dated the 24th April 1899, that funds to the extent of 10 lakhs have been allotted for the Madura-Pamban line and that work may go on. The survey is reported to be finished and it is expected that sufficient information may soon be laid before the Government of India to enable orders to be passed on the question of alignment. There is reason to believe that work on this line can be pushed at a faster rate than will be practicable if grants for the successive years are fixed as shown in the Hon'ble Sir A. Trevor's memorandum attached to the financial statement for 1899–1900, viz., 10, 10, and 22 lakhs; and it is hoped that, should this prove to be the case, the Government of India may see their way to enabling this important extension of the South Indian Railway to be opened at as early a date as possible.

5. The telegram above referred to contained also an intimation that work might be started on the Tinnevelly-Quilon line, and that 7 lakhs had been allotted for the purpose. An inspection of the Hon'ble Sir A. Trevor's memorandum just referred to would seem to show that inasmuch as the three successive years' grants therein entered, viz., 7, 8, and 10 lakhs, amount approximately to the estimated cost of the British section of the line, the Government of India's intention is to directly provide the capital for that section and to enable the South Indian Railway Company to raise for the Travancore section State Guaranteed debentures to be underwritten by the Durbar. For the cheap and speedy construction of the middle, or ghât, section it is most desirable that the British section and also the plains portion of the Travancore section should be pushed as rapidly as the provision of funds will allow of. There is reason to think that the three successive annual grants for the British section might with great advantage be differently proportioned, and this shall be reported on later on. As regards the plains portion of the Travancore section, I am to express the hope that the South Indian Railway Company may very soon be enabled to raise sufficient capital to allow of work being pushed with vigour.

6. As regards the Mutupet-Avadaiyarkovil line which is to be made by the Tanjore District Board from their own resources, and which admittedly will involve the Imperial Treasury in no responsiblity, I am instructed to suggest for the consideration of the Government of India that it would greatly facilitate progress if in such cases as this the Government of India could see their way to delegate to this Government full responsibility for minor details of alignment and for design, and full power to sanction all expenditure once the scheme and its alignment shall have been approved by the Government of India. Should the Government of India not accept this suggestion, it may be that they would not object to a proposal that the line in question, and others which like it involve no imperial responsibility, should be constructed under the Tramways Act, the promoters, viz., the District Board, arranging with the neighbouring railway company to build it under this Government's supreme control. In the opinion of His Excellency the Governor in Council such decentralization would be most advantageous and would get rid of much of the delay and friction which are involved in a system admittedly necessary in the case of those larger schemes which involve imperial responsibility. The Indian Tramways Act was specially devised to relieve the Supreme Government from the obligation of exercising detailed engineering and financial control over what in many cases are railways in all but the name; His Excellency in Council therefore thinks it not unlikely that once such a line as this had been sanctioned by the Government of India, even though it might not be proposed to make it under the Tramways Act, they would consent to entrust its entire control to this Government to whom the local authority looks for control and direction.

7. I am instructed again to invite very special attention to all that this Government has already written about the necessity, for reasons of famine policy, that the Bezwada-Masulipatam and the Kurnool branches, which have been pressed for now for many years, should be put in hand without further delay on the metre gauge as part of the Southern Mahratta system. I am instructed respectfully to represent that very great weight is due to the deliberately expressed views of a Local Government in such a matter as the gauge of the former of the two branches. The question is of too serious a nature not to have been most carefully thought out with a view to the smooth and automatic movement of food-supplies during recurring famine years.

8. Of the remaining five lines in the list of railways arranged by the Consulting Engineer in preferential order but little can be said, because this Government is quite in the dark as to what is being done about the suggested Berhampur-Russelkonda branch of the East Coast Railway and about the Vizianagram-Raipur line. It is hoped that the former and smaller line may soon be constructed with the aid of an Imperial grant, and it is presumed that the Bengal-Nagpur Railway Company will sooner or later make the Vizianagram-Raipur line on terms similar to those arranged with them for their other extensions. This Government's Consulting Engineer advises that there is reason to think that proposals may shortly be made by the Madras Railway Company for the construction on the metre gauge of that part of the Podanur-Dindigul line which serves tracts of country that trade with west coast ports.

The Nanjangod-Erode survey has been completed, and the project and estimate may soon be expected from the South Indian Railway Company. This Government will be very pleased to learn that arrangements have been made with the Mysore Darbar for the construction of the Arsikeri-Mangalore line, on a gauge and at a cost commensurate with the work which it is likely to have to do.

9. His Excellency in Council desires to take this opportunity of reminding the Government of India that no reply has been received to this Government's Revenue Department letter No. 169 A, dated the 22nd March 1898, in which were put forward, after mature deliberation, six short lines of railway, on the 2-ft. gauge, which had been selected not only as being those which are considered to be most urgently needed for the purpose of admitting food into the centres of famine tracts, but also as being unlikely to be constructed by other agency than that of the State. It was recommended that part of this Presidency's reasonable share of the "Famine Insurance" grant, say 10 lakhs per annum for five or six years, should be allotted for the construction of these lines. A reference to them will be found in the first paragraph of the Hon'ble Sir A. Trevor's memorandum on the conclusions of the Railway conference of 1898, where it is given as a reason for the absence from that year's Committee of a representative of the Revenue and Agricultural Department, that no new famine lines had been brought forward "with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete;" were it not for this reference this Government would have no reason to believe that the matter has attracted the Government of India's attention in the Public Works Department. The absence of any intimation that the Government of India would be disposed to view with favour the construction of this group of light famine lines, and to allot an annual grant for their construction, is all that has hitherto prevented this Government from proposing to prepare regular projects for them. As this letter goes to press, however, your letter No. 630 R.C. of the 13th April 1899, has come to hand, allotting a grant for the survey of one of the lines, and simultaneously an application has come in from the Madras Railway Company to survey another. Of the remaining four, three will form feeders to the Southern Mahratta Railway; so this Government's Consulting Engineer has addressed the Consulting Engineer, Bombay, to suggest that the Agent for that Railway should apply for leave to survey them, and one will be a feeder to the South Indian Railway whose Agent has been asked to survey it. In view of the great importance of this group of light railways from a famine administration point of view, and of the probability that they will considerably more than pay working expenses in ordinary years, and that owing to their extreme cheapness there is a good chance of the outlay on them being directly productive, and of the fact that in the tracts to be served by more than one of the lines more money has already on more than one occasion been spent in the form of famine relief than would have sufficed to build them, I am instructed to express the hope that the Government of India may see their way to meeting this Government's wishes to the extent of a promise of a small immediate grant for their survey, and of recurring annual grants for their construction when the projects shall have been matured and approved.

10. This Government learns from its Consulting Engineer that the Board of Directors of the Madras Railway Company, in their letter to the Secretary of State, No. 9234, dated 10th March 1899, have recently submitted an application to be allowed to take over and work, on suitable terms, the Raichur-Wadi section of the Great Indian Peninsula Railway, on the conclusion of that Company's contract period a few months hence. This proposal has the strong support of this Government who will view with much satisfaction the substitution of one important junction station for two, and who foresee in the proposed arrangement the removal of many difficulties connected with rates disputes between the Madras, Great Indian Peninsula, South Indian and Southern Mahratta Railways. The proposal, if agreed to, ought to lead to an important development of the Singareni coal trade, and to a cheapening of that coal to nascent industries in certain tracts of country, by rendering it possible for the managements of the Madras, and His Highness the Nizam's, Railway Companies to agree upon suitable rates without the interference of the Great Indian Peninsula Railway Company. His Excellency

the Governor in Council ventures to hope that this important proposal will not be rejected by the Government of India on the grounds that, if agreed to, it may possibly affect the price of Madras Railway Company's shares eight years hence. If the Madras Railway is to pay sufficient surplus profits before 1907 to affect the price of its shares, it will have done so by good management, and not by the adoption of such a measure as that now referred to.

11. In conclusion I am directed to explain that, because it has become customary to do so in the annual conference letter, many matters have been touched on in this letter which do not come strictly within the terms of the instructions contained in your circular letter No. 018 R.P., dated the 1st March 1899; yet it has been deemed expedient to deal with those matters in a general letter, even though they may not come within the scope of the business of the conference, in order that the Government of India may have before them, in one view, the general lines of this Government's railway policy. That policy may be briefly described as follows:—

I. The evolution, so far as existing conditions may permit, of a great and uniform meter gauge network of railways for Southern India with the following exceptions: (*a*) the Calcutta-Madras standard gauge road, (*b*) the Madras-Bombay standard gauge road, (*c*) the Arkonam-Jalarpet-Bangalore and Jalarpet-Podanur standard gauge roads (with the possibility of the Erode-Podanur section being converted to metre gauge).

II. The furnishing of this network of trunk lines with cheap feeders, with the aid of private enterprise or of District Boards or of State funds, until all important trading centres and food distribution centres in the Presidency shall have been brought within 25 miles carting, or its equivalent in water carriage, of a railway station.

Such being the design which he has in view and towards the furtherance of which he desires steadily to aim, His Excellency the Governor in Council ventures to hope that his recommendations towards the attainment of it may obtain the support of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

Francis J. E. Spring,
Joint Secretary.

Ootacamund,
9th May 1899.

Exd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

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Letter, No. 549 Ry., 9th May 1899.

MAY.

Railway Conference of 1899

Forwarding a note by the Consulting Engineer for Railways, Madras, for consideration at the —.

THE RAILWAY CONFERENCE OF 1899.

Note by the Consulting Engineer for Railways, Madras.

1. I am unable to report that very good progress has been made in railway matters in this Presidency during the year ending 31st March 1899. The southern 250-mile section of the East Coast Railway has been opened for traffic, and when the arrangements now being matured on paper for bringing that railway into the Madras Railway Company's Central station, and into touch with the South Indian Railway on the Madras Beach, shall have been brought to a practical issue, there will have been secured to the public a very distinct gain in facility of communication and transport. I do not think that development has been appreciably impeded by our failure—for I take it that we have failed—to gain the Government of India's acceptance, within the next few years, of our metre gauge conversion and extension policy for the Madras Railway. The only line whose progress might have been affected by these negociations is the Calicut-Cannanore; but judging from the state of progress of the work on its first 26 miles, and taking into account the immense improvements affected by more careful survey on its remaining 34 miles, I do not consider that progress has been in any way less active than if the gauge controversy had not arisen. Negociations for the remaining lines of the group concerned with this Government's metre gauge proposals are not in so forward a state as to have been affected one way or the other.

2. It is true that if we had permitted ourselves to drift on with the serious mistake of allowing the North Vaigai route to be accepted for IX, the Madura-Pamban line, we might possibly before now have been placed in funds for its construction; but a permanent and baleful error in location would have been a heavy price to pay for securing the opening of the branch a few months sooner than we shall now secure its opening on the proper alignment. It is not easy to understand how it came to pass that the fact of our having suggested certain alterations in the Madura-Pamban route should have had the indirect result of the Secretary of State not being addressed until, apparently, January 1899 in regard to X, the Tinnevelly-Quilon project; for it was early in June 1898 that we told the Government of India that all difficulties about the latter project had been removed, route settled, and terms accepted by all concerned. As this goes to press I learn that sanction has been accorded to the commencement of work on both these important extensions, and that grants have been allotted to them.

3. To five more of the railways dealt with in the following notes it will be unnecessary for me again to refer, when I shall have explained that No. I, the *Calicut-Cannanore* is in full swing of construction; that II, the *Arcot-Ranipet* is open for traffic; that III, the *Madras Harbour* siding, and XIII the *Negapatam-Nagore* extension, are under construction; and that in anticipation of an issue of an order for its equipment with rails under the Tramways Act the Rajah of Parlakimedi has made good progress with the road which is to become the *Parlakimedi Tramway*, scheme No. XXI.

4. We have heard nothing lately about VIII, the Coonoor-Ootacamund extension of the *Nilgiri Railway*: the little *Salem branch*, VII, of the Madras Railway is to be surveyed very soon: it is believed, although no information in regard to their progress has been furnished to us by the Government of India, that the surveys of XIX, the *Berhampore-Russelkonda* branch, and of XX, the Vizianagram-Raipur line, are in progress: XV, the Mutupet-Avadyarcoil line is also in the survey stage, and when sanctioned the Tanjore District Board can raise capital and arrange to build it without responsibility to the Government of India. A member of the Firm of Promoters has gone to England to endeavour to launch XIV, the section of the Madura District Tramway Company's lines called the *Ammayanayakkanur-Kuruvanuth Tramway*. Little remains now to set IV, the *Shoranur-Cochin*, going except the general sanction of the Government of India, for the necessary funds will be provided by the Cochin State.

5. Of the remaining seven lines, XI, the *Trichinopoly-Tondi*, is temporarily shelved; XII, the *Trichinopoly-Tirukoilur* is not ready to go forward; and XVIII, the *Baliapatam-Mangalore*, has not been surveyed, though an application has been made that it be surveyed.

6. The five remaining schemes are V, the *Podanur-Dindigul*; VI, the *Nanjangod-Erode*; XVI, the *Kurnool branch*, XVII, the *Bezwada-Masulipatam extension*, and XXII, the *Arsikeri-Mangalore*.

7. Were I asked to place the various schemes in order of relative importance to the Presidency, with a view to arrangements being made for starting work on them, I should advise as follows. First omit from consideration the following seven schemes for the reasons given with each. IX, the *Madura-Pamban*, and X, the *Tinnevelly-Quilon*, which have just been arranged for; IV, the *Shoranur-Cochin*, because it is in a fair way of being started, without aid from the Government of India, whose general approval only is needed: VII, the short *Salem branch*, because it is yet unsurveyed: VIII, the Ootacamund extension of the *Nilgiri Railway*, because I understand that the Government of India have made a firm offer of terms and the Company are only watching for a favourable opportunity to go on the market: XI, the *Trichinopoly-Pondi*, because there is no urgency about it: XII, the *Trichinopoly-Tirukoilur*, because its project is not ready: XIV, the *Ammayanayakkanur-Kuruvanuth*, because all that can be done by us has now been done and we must await the promoters appeal to the public for money: XVIII, the *Baliapatam-Mangalore* because it is not yet been surveyed. The Mysore Darbar are believed to be again moving in regard to No. XXII, *Arsikeri-Mangalore*, which would be a most useful line. The five schemes referred to in paragraph 3 may also be omitted from consideration because they are all well in hand or have been completed.

8. There now remain eight schemes which I would arrange in the following order:—

Order of preference.	No. in Note by Consulting Engineer.	Name of scheme.	Remarks.
1	XV	Mutupet-Avadyarcoil	Permission only wanted to begin work with the funds available. No responsibility falls on Government, and this Government can control details.
2	XVII	Bezwada-Masulipatam	Long pressed for, on account of this Government's Famine policy.
3	XVI	Kurnool road-Kurnool	Long pressed for, on account of this Government's Famine policy.
4	XIX	Berhampore-Russelkonda ..	It will open up a fine fertile district, and be a valuable feeder of the East Coast Railway.
5	V	Podanur-Dindigul	Badly wanted, at least the western three-fourths of it, as a feeder to the Madras Railway.
6	XX	Vizianagram-Raipur	This is so large a project that there is not much use in urgently pressing for it. Moreover it is bound to come in due course.
7	VI	Nanjangod-Erode	This would be a most valuable feeder, and secondarily a useful link.
8	XXII	Arsikeri-Mangalore	A most useful line which ought to pay if made on the two-foot gauge.

9. I next proceed to describe the several projects in very much the same order as that in which I described them in the note for last year's conference, briefly narrating the progress of the negociations for each of them which have been made during the year.

10. I.—*Calicut-Cannanore Railway, standard gauge, 60 miles.*—In last year's memorandum I recorded that just at the close of 1897 permission was received from the Government of India for work to begin on the first 26 miles of this extension. Work was therefore put in hand and has made fair progress, about 80 per cent. of earthwork and 35 per cent. of culvert masonry having been finished and one major bridge started by the end of March 1899. Meanwhile improvements in the survey of the remainder of the line were being made. Plans and sections of miles 26 to 44 were sent up to the Government of India in August 1898, and of miles 44 to 60 in November 1898, and permission was asked for work to be allowed to go on. On February 3rd, 1899, the Government of India ordered that the acquisition of land might go on, and also the collection of materials, and so much of construction as would not prejudice the gauge question. On March 23rd, they telegraphed that construction might proceed throughout from Calicut to Baliapatam, mile 60, on the 5′ 6″ standard gauge, but economically, second-hand materials being used, with a view to conversion hereafter to the metre-gauge. In compliance with these orders, the line is being built with a formation width of 16′ 6″, the bed plates of culverts and bridges being made fit to carry broad gauge girders. The question of permanent way is now occupying

the attention of the Madras Railway Company's Engineers, who report that there is no second-hand material available. A report of my latest inspection of this extension will be found in Government Proceedings, No. 459 Ry., dated the 23rd April 1899.

11. II. *Arcot-Ranipet Railway, standard gauge, 4½ miles.*—This little branch of the Madras Railway has been completed, and was opened for traffic on the 17th April 1899. Its prospects of traffic are not as good as was expected, because the Ranipet Sugar Works have recently been partially shut down.

12. III. *Madras Harbour sidings, standard gauge, 1 mile.*—This temporary scheme for bringing passengers of the Madras and South Indian Railways to a joint platform opposite the City and Harbour of Madras was satisfactorily matured during the year, and is now in a fair way to completion. It seems not unlikely too that the great convenience of a transhipment of goods, notably coal and paddy, may also be arranged for.

13. IV. *Shoranur-Cochin Railway, metre gauge, 64 miles.*—Negociations for starting work upon this important feeder to the Madras Railway seem now at last to be very close to maturity. His Highness the Rajah of Cochin has decided to provide the whole of the capital necessary to construct the 64 miles of line on the metre gauge at a cost roughly estimated at Rs. 50 lakhs. Improvements in the alignment are still going on, and it is intended that they should continue to go on even after construction is sanctioned. Permission has been received from the Government of India for the commencement of work on the first 30 miles. At a conference recently held at Cochin at which were present the Resident, the Diwan, and the Consulting Engineer, various matters were agreed to, and the Durbar will soon address Government with definite proposals. The question of payment of compensation on account of land to be acquired for the Cochin State Railway in the State of Travancore is under settlement in the Political Department. A report of my recent inspection of this line will be found with G.O., No. 496 Ry., dated the 28th April 1899.

14. V. *Podanur-Dindigul Railway, metre gauge, 118 miles.*—Since the date of my memorandum for the 1898 conference, nothing has occurred in the history of this project. It forms an integral part of the metre gauge network of railways which this Government has strongly pressed on the Government of India as being necessary for the proper development of the trade of the parts of the Indian Peninsula lying south and west of the Mysore plateau. This Government holds the opinion that railway development in the tract in question is seriously hindered by the existence of a comparatively short piece of broad gauge railway between Podanur and Calicut, and that if this piece were converted to the metre gauge—a step to which its owners, the Madras Railway Company, have consented on certain conditions—railway development in several directions might receive an important impetus. A branch running south-eastwards from Podanur station of the Madras Railway through a large tract of fertile and prosperous trading country, past several large towns, towards Dindigul on the South Indian Railway, formed one of the metre gauge branches which this Government proposed to entrust to the Madras Railway Company during the last few years of its contract in return for its agreeing to immediately convert the Podanur-Calicut section. It is understood that proposals for constructing at least the Podanur end of this important feeder of the western section of the Madras Railway Company's South-West line, on the metre gauge (just as the Cochin feeder is to be on the metre gauge), may shortly be expected from the Company's Agent.

15. VI. *Erode-Nanjangod, metre gauge, 115 miles.*—The survey of this line has been completed, and plans and sections, with preliminary estimates, may soon be expected from the South Indian Railway Company who have been making them. This, with the short extension from Nanjangod to Mysore, was one of the branches, forming part of the West Podanur metre gauge network, which this Government was anxious to see made over to the Madras Railway Company. It was considered that unless given this and the Podanur-Dindigul line the Company would be unlikely to consent to the conversion of the short section of their main line, between Podanur and Calicut, which stands so seriously in the way of the development of railways in the tracts south and west of the Mysore plateau on a gauge and at a cost commensurate with traffic requirements. I understand that the Mysore Darbar have determined that the Southern Mahratta Railway Company is not to be allowed, as a permanency, to work south of Mysore City, but that whatever Company comes up from Erode shall have access direct to the city of Mysore. A most wise policy.

16. VII. *Salem-Shevaroys, 2′ 6″ gauge, 8 miles.*—In November 1898 the Government of India sanctioned a survey being made by the Madras Railway Company for a narrow 2′ 6″ or 2′ 0″ gauge branch line from Salem station to the foot of the Yercaud ghât, a distance of 8 miles. I have recently proposed that to complete the project it might be as well to enquire into the prospects of an airway, from bottom of ghât to Yercaud, to be worked by the Madras Railway Company in connection with their branch line.

17. VIII. *Coonoor-Ootacamund (Nilgiri) Railway, metre gauge, 11½ miles.*—The opening for public traffic of the Mettupalaiyam-Coonoor section, which it was hoped might be effected in November 1898, has not yet taken place, because the line was very much knocked to pieces by the north-west monsoon of 1898. It is now hoped that it will be ready for opening some time before the south-west monsoon of 1899, viz., early in June next. Arrangements have been made for its being worked by the Madras Railway Company. Nothing is known here about the progress of negociations with the Company for extending their railway from Coonoor to Ootacamund since the Secretary of State was addressed by the Government of India on the subject in July 1898. The latest estimate of the cost of the 11½-mile extension from Coonoor to Ootacamund is Rs. 19,19,000 including interest during construction. Government will not be concerned in the cost of any part of the Nilgiri Railway if the guarantee of the extension is to be of the same nature as that for the Mettupalaiyam-Coonoor section, viz., a guarantee of gross receipts.

18. IX. *Madura-Pamban, metre gauge, 100 miles.*—My note for last year's conference, on the subject of this important extension of the South Indian Railway, ended with the Board's acceptance of the condition that the Travancore branch and the Pamban branch must both, and not the better paying one only, be undertaken by the company. Between May and July 1898 much careful consideration was devoted to the question whether the route taken by the preliminary surveyors at the desire of this Government of a few years ago was the right route. Further inquiries were made and after a most careful weighing of all the evidence the conclusion was come to, a conclusion fully concurred in by the Member of His Excellency's Council who was responsible for the route previously taken, that it would be right to branch off from the south end of Madura station instead of forming a separate junction a mile or two north of it, and to follow what is known as the South Vaigai route, serving the Sivaganga Zamindari by a short branch line. The conclusion thus arrived at was conveyed to the Government of India in this Government's letter, No. 969 Ry., dated 28th July 1898, with a summary of the chief reasons which influenced this Government in its change of policy; but naturally, in such a letter, it was not possible to give a tithe of the evidence on which the conclusion had been based. In the same letter the Government of India were pressed to allow the projected extension to be financed as an integral part of the South Indian Railway. They were also begged to, if possible, allot a grant so as to allow of a commencement of work in the cold weather of 1898–99. It seemed not unreasonable to hope that a grant might be made, because not only had it been practically decided that Pamban must be connected with Madura, but also a considerable mileage of the original line remained unaltered, and the alteration proposed might well be looked on merely as a diversion scarcely necessitating the project being treated as an entirely new one.

This view of the matter, however, did not commend itself to the Government of India, who in their letter, No. 1356 R.C., dated the 17th September 1898, replied that, inasmuch as this Government had altered its views as to the proper route to be adopted, they would wait for new plans and estimates. They at the same time conveyed to us the welcome decision that the extension of the South Indian Railway to Pamban would be treated as an integral part of that system instead of so important a section of the through line of the future between India and Ceylon being made over to a branch line Company, thus accepting the strong recommendation made to them from time to time by this Government. Since that date a survey party has been organized, and the work of surveying and staking out the new alternative and the branch, and re-staking out the unaltered part of the alignment has been very nearly completed. The Government of India wired on December 19th to the effect that it is believed to be impossible to sanction work owing to the action of the Madras Government in suggesting an alternative route which has prevented the passing of orders and the sending of the project forward to the Secretary of State.

They wired again on January 31st, 1899, to say that a despatch about the Madura-Pamban line had gone home.

Meanwhile, the Company's Agent reported that he could spend Rs. 40 lakhs in 1899–1900 if allowed to go ahead and to send home indents now, and in our letter to the Government of India, No. 293 Ry., dated 15th March 1899, we strongly urged that at least Rs. 20 lakhs should be allotted pending the receipt of formal sanction to the entire line after submission of complete plans and estimates on the new alignment. As regards the question of change of alignment this Government is in a position to weigh, and has weighed, the evidence in the most careful manner, and the matter is one of which they are in the best position to judge, especially as in the perfectly open level plain it is scarcely to be expected that comparative estimates will show much difference in cost of construction, even if the balance of traffic advantages were not, as they undoubtedly are, in favour of the alignment now proposed. As this goes to press I learn that a grant of ten lakhs has been allotted and that work may proceed.

19. X. *Travancore Branch of the South Indian Railway, metre gauge, 103 miles.*—When my note for last year's conference was written, the position of affairs in regard to this important extension of the South Indian Railway Company's system was that the terms proposed by the Government of India for the guarantee, construction and working of the line had not yet been accepted by the South Indian Railway Company or by the Travancore Darbar. We were able, however, to inform the Government of India, in our letter No. 782 Ry., dated the 6th June 1898, that all difficulties had been cleared away. The following is a summary of the agreed terms:—

(*a*) That the South Indian Railway Company should be enabled to raise the whole of the money required for the construction of the entire line, at 2½ per cent. in sterling, under the guarantee of the Government of India.

(*b*) That the Travancore Darbar should underwrite that guarantee to the extent of the cost of the line in their own territory.

(*c*) That the South Indian Railway Company should work the line on completion as a portion of its existing system, at the same rate of working expenses to gross earnings as obtains on their whole line including this and all future branches; the cost of maintenance for two years after opening being debited to capital.

(*d*) That surplus profit should be divided, after deducting the share payable to the South Indian Railway Company, quoted at about one-sixth, between Government and the Darbar in proportion to the mileage in their respective territories.

In that letter this Government urged on the Government of India that such arrangements should be made as would allow the South Indian Railway Company to raise sufficient funds to allow of a vigorous start being made with the work of construction, and with the completion of the survey of the hill section, during the working season 1898–99.

Simultaneously with our informing the Government of India of the acceptance by the Darbar and by the Company of the terms proposed, we also informed them that this Government had accepted the Darbar's decision to adhere to the northern route which formed the basis of the preliminary survey and estimate of 1895. On our wiring to the Government of India on December 19th 1898 to suggest that a small grant might be spent with advantage before the close of the year on the Pamban and Travancore branches, they replied on the same date expressing the belief that it would be "impossible to sanction work owing to action of Madras Government in suggesting alternative routes which has prevented passing orders and sending project to Secretary of State." However they again wired on January 31st to say that a despatch about the two lines had gone home. I can only suppose that they considered the two schemes to be so linked together that they could not deal with that for the Travancore branch so long as there was any question about the best route for the Pamban branch. Meanwhile, though none of the grant of Rs. 15,000 which was allotted for the survey in 1898–99 was spent, preliminary arrangements have been made and an estimate for a complete new survey of the entire line has been sent up to the Government of India for sanction, amounting to Rs. 1,68,000, of which all except Rs. 36,000 is for the central 24 miles of heavy ghât section.

As this note goes to press I learn that a grant of 7 lakhs has been allotted and that work may proceed. Meanwhile, matters of alignment and grading are being carefully attended to on the lines of a note forwarded with the Government of India's letter No. 036 R.C., dated the 14th February 1899.

20. XI. *Trichinopoly-Pudukkottai- Thondi, metre gauge*, 86 *miles*.—Although I noted last year that this project had been shelved, it came up again for consideration soon after, in the form of a proposal from the Agent, South Indian Railway Company, with reference to the probably disastrous effects to his company of the short-circuiting which will take place if ever the Tanjore District Board terminus at Avadyarcovil is connected up with the Madura-Pamban line near Manamadura. The Agent wished that some of these effects should be staved off by influencing, in advance, the direction to be taken by railways passing through the Pudukkottai State. Government, however, decided that railway schemes in the area in question, especially if like the Tanjore lines they are initiated by District Boards, must stand or fall on their merits as openers-up of the country, rather than according to whether they happen or not to short-circuit existing trunk lines.

21. XII. *Trichinopoly-Tirukkoyilur chord line, metre gauge*, 90 *miles*.—The time is not yet considered ripe for presenting this scheme. Collectors, the South Indian Railway Company, and the Madras Chamber of Commerce were asked three months ago to express their several opinions in regard to it, but except that the Collector of Tanjore has replied that he can offer no useful remarks about it, and that the Chamber of Commerce have approved of it, no other replies have as yet been received.

22. XIII. *Negapatam-Nagore, metre gauge*, 4½ *miles*.—This short extension of the South Indian Railway has been sanctioned and the work is well in hand. An effort is being made to co-ordinate it with the new pier which Government has decided to build at the port of Negapatam.

23. XIV. *Madura District Tramways*, 2′ 6″ *gauge*, 93 *miles*.—After long negociation between the several parties interested in the proposal of Messrs. Wilson & Co. of Madras to promote and make the Ammayanayakkanur-Kuruvanuth Tramway on the 2′ 6″ gauge, an Order under the Indian Tramways Act is now about to be published authorising the promoters to proceed with their enterprise. The following are the projected tramways:—

From Ammayanayakkanur station of the South Indian Railway to Kotagudi, the foot of the Kanan Devan Hills Produce Company's rope airway	about	55 miles.
With a branch from Periyakulam, mile 27, to Kistnamanaik's tope, at the foot of the hill road to Kodaikanal ...	about	5 „
From near Theni, mile 39, to Uttamapalaiyam	about	18 „
With power to extend at any future time from Uttamapalaiyam to Kuruvanuth, to the foot of the Periyar waterfall, and to the Madura District Frontier in the Periyar neighbourhood,	about	15 „
Total ...		93 miles.

A member of the firm of promoters has recently proceeded to England with a view to launching the project on the London market. There is every reason to hope that, provided only it is constructed on economical lines and that the fatal mistake is not made of engineering it from London and of overburdening it with English materials, it will be a very successful enterprise. India has nothing to learn from Europe about the building of efficient and economical light railways, but very much the reverse.

24. XV. *Mutupet-Avadaiyarcoil Railway, metre gauge*, 45 *miles*.—This proposed extension of the Tanjore District Board's lines is still in the survey stage. It was hoped that work might have been begun on a nine mile section of it which had already been surveyed and estimated, because the money was available with the District Board, and no responsibility would fall on the Government of India. That Government, however, desired that surveys and estimates should be made for the whole 45 miles before work was begun on a part of it. It would be a very great advantage in many ways if the Government of India would consent to divest themselves of all responsibility for the alignment, engineering and expenditure on this railway which involves them in no financial responsibility.

25. XVI. *Kurnool Branch, metre gauge*, 32 *miles*.—No progress has been made during the year, so far as is known here, in the negociations for the construction of this much needed branch of the Southern Mahratta Railway, although it is understood that

it has been estimated that a light railway sufficiently good for all probable requirements might have been made for Rs. 25,000 per mile, with traffic prospects of Rs. 40 to Rs. 50 per week.

26. XVII. *Bezwada-Masulipatam, metre gauge*, 50 *miles*.—So far as this Government is aware the scheme for extending the Southern Mahratta Railway into the heart of the Eastern Kistna delta is still in abeyance. It is understood that the Government of India are waiting to see what will be the tendency of the flow of traffic, now that through communication with Madras has been opened up. This Government's contention has always been that, even if the Madras merchants with their powers of organization should be the first to enter the delta, their profits are of not nearly so much importance in the interests of the Presidency in general as that the merchants of the famine tracts of Bellary and Kurnool should get in touch, during years of plenty, with the producers and merchants of the Kistna delta. Native petty grain merchants in this part of India are so constituted that, unless they are offered every possible facility of communication, famines will come round again and again before the grain has learnt how to flow spontaneously in the direction where Government desires it to flow. Government therefore wishes to extend the metre gauge Southern Mahratta Railway from Bezwada into the heart of the Eastern Kistna delta, in order that the Traffic officers of that railway may, in the interests of their line, endeavour in every way to foster a trade between the tracts of plenty and of scarcity. This view of the matter has been constantly urged on the Government of India since I think 1891.

27. XVIII. *Mangalore extension, metre gauge*, 100 *miles*.—The Agent, Madras Railway Company, has recently been in correspondence with the Consulting Engineer for Railways about making a survey to Mangalore from Cannanore. The country wants opening up badly, but the metre gauge is amply good enough for the purpose; and yet it seems as if either the broad gauge must be adopted or the railway be left unmade, unless the Madras Railway Company's offer to convert their short section west of Podanur, and so complete a self contained metre system with West Coast ports for their trade outlet, is accepted, or until by the termination of that Company's agreement Government is placed in a position to carry out the conversion. I understand that the Mysore Government are very anxious to reopen the question of communication between the coffee tracts on their plateau and the Port of Mangalore. I believe also that those interested will soon move in the matter of a light line to connect Tellicherry with Coorg and Mysore.

28. XIX. *Berhampur-Russelkonda branch*, 2′ 6″ *gauge*.—As a preferable alternative to the proposed connection of Gopalpur port with the East Coast Railway by a branch railway, this Government, in June 1898, suggested to the Government of India that a feeder to the East Coast Railway on a narrow gauge from Russelkonda through Goomsoor and Aska to Berhampur would have many advantages. The Government of India therefore in November 1898 ordered the Manager of the East Coast Railway to have a survey and a careful traffic estimate made. Nothing further has been heard about the matter. A broad and fertile country would be tapped by the proposed line, and there seems to be a possibility of its being extended hereafter to join the Bengal-Nagpur Company's system in the Central Province.

29. XX. *Vizianagram-Raipur Railway, metre gauge*.—Since the note for the Conference of 1898 was written we have heard nothing more about the progress of the survey for this proposed railway. It is a line which is bound to be made sooner or later, and I should suppose that it *will pay* to build it sooner rather than later. Doubtless the Bengal-Nagpur Railway Company will come to terms for it with the Secretary of State. That is why this Government would consent to Vizagapatam port, and not Khurda Road, being the point of contact of the Northern (or Calcutta-wards) and the Southern (or Madras-wards) Agencies for working the East Coast Railway. With such an arrangement nothing should prevent Vizagapatam being formed into an effective and important port.

30. XXI. *Parlakimedi Light Railway*, 2′ 6″ *gauge*, 25 *miles*.—While this Government has been maturing an Order under the Tramways Act and providing for objections advanced, and obtaining the Government of India's consent to allowing this line to be made, the Rajah of Parlakimedi has been quietly going on with the purchase of material and rolling-stock and the construction of the *road* part of his intended tramway. The Order will now at once be made absolute, and there ought to be very little delay in the completion of this interesting little line.

31. XXII. *Arsikeri-Mangalore, two-foot gauge.*—I learn that the Mysore Darbar are again moving in the matter of securing a connection for their coffee tracts with the port of Mangalore. My own idea of this line is that it ought to be designed very much as the Darjeeling-Hymalayan has been, with such curves and gradients as are imposed by considerations of the nature of the ground and of such cheapness as is compatible with effectiveness for the work to be done. Such a line ought to pay directly, if properly designed. It would I imagine pay the Mysore Darbar indirectly even if it cost a considerable price to build it.

The Light Feeder Famine Railway Group.

32. The Government of India have never replied to a letter addressed to them by this Government in the Revenue Department, in which, after much weighing of evidence, a very deliberate selection was made of six short lines, varying from 16 to 45 miles in length, from railway stations to certain chief centres of distribution in famine districts. These six schemes were put forward for consideration with a request that so much of the Famine Insurance grant as might be considered to be this Presidency's due might be allotted at the rate of, perhaps, 10 lakhs per annum for five or six years, for expenditure on the construction of the chosen lines. The gauge selected was 2′ 0″, a gauge amply sufficing for all purposes for which the lines are required. It may be as well to take the present opportunity to again address the Government of India on the subject. As this goes to press however, I learn that they have sanctioned the survey of one of the lines, and simultaneously the Madras Railway Company's Agent has asked to be allowed to survey another. I have addressed the Consulting Engineer, Bombay, about inducing the Southern Mahratta Railway Company to survey three of them and the Agent, South Indian Railway Company, has been asked to survey the remaining one.

Figures in the Financial Statement for 1899–1900.

33. In paragraphs 28 and 30 of the Financial statement for 1899–1900, under the heading *Railway Construction*, I find that the Hon. the Financial Member contemplated allotting the following capital grants to railways in which this Presidency is directly interested, for expenditure during the current financial year :—

	Budget, 1899–1900.	Item.
Expenditure by State Agency—		
Open lines—	Rx.	
East Coast	40,000	(*a*)
Lines under construction—		
Bezwada-Madras	30,000	(*b*)
Godavari bridge	200,000	(*c*)
Expenditure by Agency of Companies—		
Open lines—		
South Indian	50,000	(*d*)
Lines under construction—		
Madura-Pamban	100,000	(*e*)
Tinnevelly-Quilon	70,000	(*f*)
Expenditure by old Guaranteed Companies—		
Open lines—		
Madras	60,000	(*g*)
Extensions—		
Calicut-Cannanore	200,400	(*h*)

With the administration of items (*a*), (*b*) and (*c*) this Government is not directly concerned. Items (*d*) and (*g*) represent merely the usual minor capital extensions of open lines of railway. The only items representing actual forward progress of construction of lines under our administration are those marked (*e*), (*f*) and (*h*), which show that it is intended to allot for expenditure during the current year 10 lakhs for the Madura-Pamban, 7 lakhs for the Tinnevelly-Quilon, and about 20 lakhs for the Calicut-Cannanore.

34. In his memorandum appended to the budget statement the Hon. the Public Works Member gave the following forecast of expenditure on railways in which we are interested, and which we administer.

Statement showing expenditure to be incurred on Railways to the end of 1901–1902.

Railway.	No.	Length miles.	Approximate cost, according to latest information. Rx.	Budget estimate for 1899–1900. Rx.	Forecast for 1900–1901 Rx.	Forecast for 1901–1902. Rx.
I. FROM IMPERIAL FUNDS.						
(ii) By Agency of Main Line Companies.						
Lines under construction.						
South Indian, Negapatam-Nagore Branch ..	27	5	23,900	17,500	..	..
Do. Madura-Pamben	28	102	4,59,000	1,00,000	1,00,000	2,20,000
Do. Tinnevelly-Quilon (British section)	29	45	2,50,000	70,000	80,000	1,00,000
III. OLD GUARANTEED COMPANIES' CAPITAL ACCOUNTS.						
Lines under construction.						
Madras Railway, Calicut-Cannanore branch ..	36	59	7,37,500	2,00,400	1,00,000	1,21,400
Coonoor-Ootacamund (Nilgiris)*	37	12	1,92,000	..	1,00,000	..

* I do not know why this item is so classified.

Statement showing Railways recommended since 1895–96, *for early construction*, outside the programme.

Railway.	Length miles.	Approximate cost Rx.	Remarks.
II.—Through the Agency of Native States.			
(*c*) *New project put forward since* 1897–98, *and commenced or arranged for.*			
Tinnevelly-Quilon (Native State section) ..	58	7,66,200	Accepted for construction without a Government guarantee.
III.—By Railway Companies to which free land and minor concessions are given.			
Coonoor-Metupollium (Nilgiris)	17	3,55,000	Completed but damaged as it was about to be opened.

Statement showing Railways recommended since 1895–96, *for construction*, outside the programme.

Railway.	Length miles.	Approximate cost. Rx.	Remarks.
I. By Branch Line Companies.			
(*a*) *Lines included in the list of* 1897–98 *as under consideration.*			
Kurnool Road branch	36	1,20,000	Under consideration.
Coonoor-Ootacamund (Nilgiris)	12	1,92,000	Do.
Mutupet-Avadyarcoil	45	1,50,000	Construction by Tanjore District Board agreed to.
(*b*) *New projects since put forward or recommended.*			
Ammayanayakanur-Kuruvanuth	75	5,00,000	Negociations in progress (1).
Bezwada-Masulipatam	44	5,30,000	Under consideration.
II. By Native States.			
(*b*) *New project put forward or recommended.*			
Shoranur-Cochin	64	9,17,700	Under consideration by Travancore Darbar (2).
III. By Railway Companies to which free land and minor concessions are given.			
Lines included in the list of 1897–98 *as under consideration.*			
Vizianagram-Bimlipatam	15	93,900	Negociations in progress (3).

(1) Negociations have now culminated in an order under the Tramways Act.
(2) Ought to be "Cochin Darbar." Negociations now practically completed to build a metre line costing 50 lakhs.
(3) Concession ceases to be valid on 30th April 1899 unless by that time the scheme should have been floated.

Ootacamund,
1st May 1899.

Francis J. E. Spring,
Consulting Engineer for Railways, Madras.

Public Works (1899) Department.

Railway.

CURRENT No. 325

From The Govt. of India

Order

No. 018 R.P.

Dated 1st March 1899.

Received

Registered } 6-3-99.

Enclosures

Spare copies

SUBJECT.

Railway Conference

Requesting to submit any further proposals or fresh information in connection with projects which have already been submitted for the consideration of last Conference as well as proposals for new lines not yet considered for the _____ to be held at Simla in the summer of this year so as to reach the Govt of India before 15/5/99

Railway Branch.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRETARY TO GOVT. OF MADRAS RYS. RECEIVED 6 MAR 1899

No. 018, R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH-WESTERN PROVINCES AND OUDH, THE PUNJAB, AND BURMA.

THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES AND ASSAM.

THE RESIDENTS AT HYDERABAD AND IN MYSORE.

THE AGENTS TO THE GOVERNOR GENERAL FOR RAJPUTANA, CENTRAL INDIA, AND BALUCHISTAN.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW, AND ASSAM.

THE MANAGERS, NORTH WESTERN, OUDH AND ROHILKHAND, EASTERN BENGAL, AND EAST COAST STATE RAILWAYS.

Calcutta, the 1st March 1899.

SIR,

I AM directed to inform you that the yearly Conference to consider the question of railway extension in India will assemble at Simla in the summer of this year, and that any further proposals, or fresh information in connection with projects which have already been submitted by your Government/Administration for the consideration of past Conferences, as well as any proposals for new lines not yet considered, should be submitted so as to reach the Government of India *not later than the 15th May.*

2. I am also to impress upon you the importance of submitting, with all proposals, the fullest information obtainable in regard to the estimated cost and financial prospects of the projects proposed, so as to assist the Conference in forming an opinion upon their merits.

I have the honour to be,

SIR,

Your most obedient servant,

Secretary.

Documents accompanying.

Nil.

G. C. Press, Simla.—No. 2225 P. W. D.—24-2-99.—25.

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

No 879 Dated 1899

Government of Madras.

Public Works department.

Railway

Read the following papers:

Letter from the Government of Madras dated 1st March 1899, No. 018. R.P.

Rate by the Consulting Engineer for Railways Madras, for the Railway Conference of 1899 dated 26th April 1899.

Order No. 879 1899.

The Government of Madras will be addressed.

(True Extract No. 879 1899)

(True Extract)

Francis J. E. Spring.

Joint Secretary

R. Form No. 14.

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE Secretary to the Government of

India P.W.D.

189 .

SIR,

In your Circular Letter No. 018. R.P. dated the 1st March 1899, this Govt. were directed to submit, ~~before the~~ proposals, before the 15th May, ~~for new lines not yet considered~~, for new lines not yet considered, as well as any further proposals, or fresh information, in connection with projects which have already been submitted for consideration at Joint Conference.

2.— In reply I am directed to enclose a Note by this Govt's Con. Engr. for By. reviewing the several projects which are of interest to this Presidency, and placing in an order of preference,— an order approved by H.E. the Governor in Council,— those projects which there seems any hope of being ~~appear likely to be~~ undertaken within a reasonable period.

3.— ~~although~~ ~~this Government~~ although not in a position on the present occasion, in accordance with the request contained in your letter under reply, either to submit proposals for new lines, or to put forward further proposals or fresh information in connection with projects already considered at Joint Conference, ~~but though unable to comply with the suggestion contained in your letter under reply~~, the Excellency the Governor in Council considers this to be a suitable opportunity ~~to address~~ for addressing a general letter to the Govt. of India on the subject of railways yet to be built, in which this Presidency is interested, ~~and which, from the~~

20

4.- His Government have just received, with much satisfaction, the intimation conveyed in your telegram No. 740 R.C. dated the 24th April 1899, that funds to the extent of 10 lakhs have been allotted for the Mandalay Pakoku line and that work may go on. The survey is reported to be finished and it is expected that sufficient information may soon be laid before the Govt. of India to enable orders to be passed on the question of alignment. There is reason to believe that work on this line can be pushed at a further rate than will be practicable if grant for three successive years are fixed as shown in the Hon'ble Sir C. Turner's Memorandum attached to the Financial Statement for 1899-1900, viz 10, 10, and 22 lakhs, and it is hoped that should this prove to be the case the Govt. of India may see their way to enabling this important extension of the S.I.R. to be pushed on at an early a date as possible.

5.- The telegram above referred to contained also an intimation that work might be started on the Twingyi-Kyaikto line, and that seven lakhs had been allotted for the purpose. On inspection of the Hon'ble Sir C. Turner's Memorandum just referred to, would seem to show that assuming on the three successive years grants therein entered, viz 7, 8, and 10 lakhs amount approximately to the admitted cost of the British section of the line, the Govt. of India's intention is to directly provide the capital for that section and to enable the S.I.R.Co. to raise for the Tavoyan section the State guaranteed Debentures to be underwritten by the Bankers for the Yenangyaung section.

For the cheap and speedy construction of the middle, or ghaut, section, it is most desirable that the British section and also the Yelwin portion of the Tavoyan section should be pushed on rapidly on the provision of funds with allow of. There is reason to think that the three successive annual grants for the British section might with great advantage be differently proportioned, and this should be reported on later on. As regards the Yelwin portion of the Tavoyan section I am to express the hope that the S.I.R.Co. may very soon be enabled to raise sufficient capital to allow of work to be pushed with vigour.

3

6.- As regards the Twingyi-Kyaikto line which is to be made of the Jungle Fruit Rs. from their own resources, and which admittedly will increase the Imperial Revenue in no unconsiderable, I am instructed

to suggest for the consideration of the Govt. of India that it would greatly facilitate progress if in such cases as this the Govt. of India could see their way to delegate to this Govt. full responsibility for alignment and design, and full power to sanction all expenditure. The Indian Tramways Act was specially devised to relieve the Supreme Govt. from the obligation of exercising detailed engineering and financial control over what in many cases are railways in all but the name. Should the Govt. of India not accept ~~and which in several cases have~~ this suggestion, it may be that ~~it is believed has been brought~~ they would not object to a proposal that the line in question, and others which like it involve no Imperial responsibility, should be constructed under the Tramways Act, the Promoter, viz the District Board, arranging with the neighbouring railway Company to build it under this Govt.' supreme control. ~~This kind of decentralisation would~~ In the opinion of H.E. the Governor in Council such decentralisation would be most advantageous and would get rid of much of the delay and friction which are involved in a system admittedly ~~[illegible]~~ necessary in the case of those larger schemes which involve Imperial responsibility.

7.— I am directed again to invite very special attention to all that this Govt. has already written about the necessity, for reasons of famine policy, that the Bezwada – Masulipatam line and the Kurnool branch, which have been pressed for now for many years, should be put in hand without further delay, on the metre gauge as part of the Southern Mahratta System. I am instructed respectfully to represent that very great weight is due to the deliberately expressed views of a Local Government in such a matter as the gauge of this branch. The question is [illegible] not to have been most carefully thought out with a view to the smooth and automatic movement of food supplies during recurring famine years. This Govt. will be pleased to learn that the S.M.R. Co. are shortly to be enabled to construct these two important branches.

8.— Of the remaining four lines in the list of railways arranged by the Con. Engr in preferential order but little can be said, because this Govt. is quite in the dark as to what is being done about the suggested Berhampur – Russellkonda branch of the E.C.R. and about the Vizianagram Raipur line.

4

Para 8 continued

It is hoped that the former and smaller line may ~~[illegible]~~ soon be constructed with the aid of an Imperial grant, and it is presumed that the Bengal Nagpur Ry. Co. will sooner or later make the Vizianagram Raipur line on terms similar to those arranged with them for their other extensions. This Govt's Con. Engr. advises that ~~There~~ there is reason to think that proposals may shortly be made by the M. Ry. Co. for the survey of that ~~[illegible]~~ part of the Podanur Dindigul line which serves tracts of country that trade with West Coast Ports, ~~with the metre gauge~~ the gauge for the project being the metre gauge. The Nanjangud-Erode Survey has been completed, and the project and estimate may soon be expected from the S.I.R. Co.

Para 10 — ~~Having said ... Grounds for the list of railways arranged in order of preference in para 8 of the Con. Engr's Note~~ The present seems a suitable opportunity ~~[illegible]~~ for a reference to the subject ~~[illegible]~~ first treated of in Para 3 of my last years Conference letter No. 689.R. dated the 4th May 98, ~~[illegible]~~ a subject fully dealt with in the series of ~~[illegible]~~ communications from this Govt. to the Govt. of India ending with my letter No. 109. Ry. dated the 26th Jany. 99 ~~[illegible]~~ viz., the desire of this Govt. ~~[illegible]~~ that, by changing the gauge of the Podanur (Potthanur) Calicut Section of the Madras Railway, many present and potential obstacles which now stand in the way of the ~~[illegible]~~ development of a self contained and suitable network of railways for the regions lying south and west of the Mysore plateau might be removed. Though no official intimation has as yet been received of the decision arrived at by the Govt. of India, H.E. the Governor has had reason to believe that that decision is adverse to this Govt's recommendation, ~~[illegible]~~ and that in rejecting the recommendation the Govt. of India have been influenced by a fear lest ~~[illegible]~~ the policy might have the effect of enhancing the price to be paid in 1907 for the M. Ry. Co's Shares.

JRA

Prov. for para 9 see next page.

5 Though a decision adverse to its own serious recommendation ~~[illegible]~~ cannot but be viewed by this Govt. with much regret and as being likely to greatly impede the progress of railway construction in Southern India for many years to come, yet it will loyally accept such decision, when conveyed to it, and will endeavour to give effect to the Govt. of India's wishes. [illegible] would have sufficed to build the line, ~~this Government ventures to~~ to hope that the Govt. of India may see their way to meeting this Government's wishes to the extent of a promise of a small immediate grant for this survey, and of recurring annual grants for their construction when ~~[illegible]~~ this project shall have been matured and approved.

6

para 9

9\. H.E. in Council desires to take this opportunity of reminding the Govt. of India that no reply has ever been received to this Govt.' Rev. Dept. letter No. 169-A. dated the 22nd March 1898 in which were put forward, after mature deliberation, six short lines of railway on the 2-ft. gauge, which had been selected not only as being which are considered to be most urgently needed for the purpose of admitting food into the centres of famine tracts, but also as being unlikely to be constructed by other agency than that of the State. It was recommended that part of this Presidency's reasonable share of the "Famine Insurance" grant, say 10 lakhs per annum for five or six years, should be allotted for the construction of these lines. A reference to this will be found in the first paragraph of the Hon. Sir A. Trevor's Memorandum on the conclusion of the Railway Conference of 1898 where it is given as a reason for the absence from that year's Committee of a representative of the Revenue and Agricultural Dept., that no new famine lines had been brought forward "with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete"; were it not for this reference this Govt. would have no reason to believe that the matter has attracted the Government of India's attention in the P.W. Dept. The absence of any intimation that the Govt. of India would be disposed to view with favour the construction of this group of light famine lines, and to allot an annual grant for their construction, is all that has hitherto prevented this Government from proposing to prepare regular projects for them. As this letter goes to press however your letter No. 630-R.C. of the 13th April 99 has come to hand, allotting a grant for the survey of one of the lines, and simultaneously an application has come in from the Madras Ry. Co. to survey another. The remaining four will form feeders to the S.M.Ry., so this Govt. Con. Eng. has addressed the Con. Eng. Bombay to suggest that the Agent for that Railway should apply for leave to survey them. In view they will considerably more than pay working expenses in ordinary years, and that owing to their extreme cheapness there is a good chance of the outlay on them being directly productive, and of the fact that in the tracts to be served by more than one of them more money has already on more than one occasion been spent in the form of famine relief would have sufficed to build the lines, I am instructed to express the hope that the Govt. of India may see their way to meeting this Government's wishes to the extent of a promise of a small immediate grant for their survey, and of recurring annual grants for their construction when their projects shall have been matured and approved.

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11.— Reading, however, between the lines of the Govt. of India's telegram permitting of the construction of the northern 34 miles of the Calicut Cannanore line, this Govt. understands that although, for reasons above surmised at, the Govt. of India intend to decline the Madras Ry. Co's offer to convert the Podanur–Calicut section in return for a promise of being allowed the construction and working of the Dindigul and Mysore branches, yet conversion after 1907 is accepted as the proper thing to do. H.E. in Council will be very pleased to learn that this at least is the Govt. of India's intention, even though immediate conversion might be looked on as being likely to unduly inflate Madras Ry. Co's shares. In this connection it naturally suggests itself that the difference between an intention not to increase the value of the Madras railway as a property owing to a fear of having eventually to pay a higher price for it, differs only in degree from an intention to depreciate the value of that property in order that a smaller price than its present market value may eventually be paid for it. A sure way of preventing a rise in its value would be to allow the South Indian Ry. Co. to gain access to Mysore city via Erode and Nanjangud and so, in concert with the S.M.Ry. either to short circuit the Madras Ry. Co's Mysore traffic which now travels via Bangalore and Jollarpet, or else to compel the Madras Ry. Company to adopt rates lower than the other Companies' permissible minimum, a course which, under their contract, as the Govt. reads it, there are no means of preventing (and which they can quite safely adopt under the shelter of their guarantee.) Similarly, though in a lesser degree, to extend the Podanur Dindigul line to the S.I.Ry. Co. would tend to prevent a rise in Madras Railway shares; though not, probably, to reduce their present prices, which (so long as there are no surplus profits, appears to be) influenced rather by the price of Government securities in general, than by fluctuations in traffic net earnings.

12.— It was considerations such as these, viz, a desire to deal with complete fairness with the Madras Ry. C. during the remaining few years of the currency of their contract, while gaining at the same time their consent to a conversion and extension policy practically certain after 1907 to result in the mileage of the S.I.Ry. Co's system being largely increased by a curtailment of their own, which induced this Government to formulate proposals which, though perhaps they not have been fortunate enough to have obtained the Govt. of India's approval, yet contain within them the germs of important developments in the near future, and would, if accepted, have removed certain serious obstacles now standing in the way of the proper development of the entire railway system of the tract of country lying south and west of the Mysore plateau.

7

13. — This Government learns from its Consulting Engineer that the Board of Directors of the Madras Ry Co have recently, in their letter to the Secretary of State No — dated the — March 99 submitted an application to be allowed to take over and work, on suitable terms, the Raichur-Wadi section of the G.I.P. Ry. on the conclusion of that Company's contract period a few months hence. The proposal has the strong support of this Government who will view with much satisfaction the substitution of one important junction station for two, and who foresee in the proposed arrangement the removal of many difficulties connected with rates disputes between the Madras, G.I.P. and S.M. Railways. The ~~[illegible]~~ proposal if agreed to ought to lead to an important development of the Singareni coal trade, and to a cheapening of that coal to nascent industries in certain tracts of country by rendering it possible for the Managements of the Madras and H.H. the Nizam's Ry Companies to agree upon suitable rates without the interference

8 of the G.I.P.R.Co. H.E. the Governor in Council ventures to hope that this important proposal will not be rejected by the Govt. of India on the ground that if agreed to it may possibly affect the price of Madras R. Co's shares eight years hence. If the Madras Ry Co is to pay sufficient surplus profit before 1907 to affect the price of its shares, it will have done so by good management, and not by the adoption of such measures as that now referred to.

private enterprise or by District Boards, or ~~constructed directly with~~ State funds, until ~~[illegible]~~ all important trading centres and food distribution centres in this Presidency shall have been brought within 25 miles carting, or its equivalent in water carriage, of a railway station. Such being the ~~[illegible]~~ design scheme which he has in view and towards the furtherance of which he desires steadily to aim, His Excellency the Governor in Council ventures to hope that ~~his scheme, and~~ his recommendations towards the attainment of it, may at all times obtain the support of the Govt. of India.

9 I have &c

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until, apparently, January 1899 in regard to the Trivandrum Quilon project; for it was early in June 98 that we told the Govt. of India that all difficulties had been removed, route settled, and terms accepted by all concerned. ~~We can only hope that they may [illegible]~~ As this goes to press I learn that sanction has been accorded to the commencement of work on both these important extensions, ~~a grant being allotted directly to the Madras Chamber, and a grant advanced to the Travancore Darbar~~

10 ~~pending the placing of debentures by the Company~~, and that grants have been allotted to them.

3.— To give more of the railways dealt with ~~[illegible]~~ in the following notes it will be unnecessary for me to again refer, when I shall have explained that I, the Calicut-Cannanore is in full swing of construction; that II the Arcot Ranipet is open for traffic; that III the Madras Harbour siding, and XIII the Negapatam Nagore extension, are under construction, and that in anticipation of an issue of an Order for its equipment with rails under the Tramways Act the Rajah of Parlakimedi has made good progress with the ~~[illegible]~~ road which is to become the Parlakimedi Tramway, scheme No. XXI.

4.— We have heard nothing lately about VIII the Coonoor-Ootacamund extension of the Nilgiri Ry. The little Salem branch, VII, of the Madras Ry. is to be surveyed very soon: ~~[illegible]~~ it is believed, although ~~[illegible]~~ no information in regard to their progress has been furnished to us by the Govt. of India, ~~[illegible]~~ that the surveys of XIX, the Berhampore-Russellkonda branch, and of XX, the Vizianagram Raipur line, are in progress: XV, the Mutupet Avadayarcoil line is also in the survey stage, and when sanctioned the Tanjore District Board can raise capital and ~~[illegible]~~ arrange to build it without responsibility to the Govt. of India. A member of the Firm of Promoters has gone to England to endeavour to launch ~~[illegible]~~ the section of XIV, the Madras District Tramway Co's line called the Ammanayakkanur-Kumanauth Tramway. Little remains now to set IV, the Shoranur-Cochin, going except the general sanction of the Govt. of India ~~[illegible]~~, for the necessary funds will ~~the money for the [illegible] line is~~ to be provided by the Cochin State.

5.— Of the remaining seven lines, XI the Trichinopoly-Tondi is temporarily shelved; XII the Trichinopoly-Tirukoilur is not ready to go forward; and XVIII the Baliapatam-Mangalore has not been surveyed, though an application has been made that it be surveyed.

6.— The four remaining schemes are V, the Pothanur-Dindigul; VI, the Nanjangud-Erode; XVI the Kurnool branch, and XVII the Bezwada-Masulipatam ~~[illegible]~~.

7.— Were I asked to place the various schemes in order of relative importance to the Presidency, with a view to arrangements being made for starting work on them ~~in order of this~~ I should advise as follows. First omit from consideration the following

for the reasons given with each. seven schemes, IX, the Madras Pamban and X the Tinnevelly Quilon which have just been arranged for; IV, the Shoranur Cochin, because it is in a fair way of being started, without aid from the Govt. of India, whose general approval only is needed: VII, the short ~~[illegible]~~ Salem branch, because it is yet unsurveyed: VIII, the Ootacamund extension of the Nilgiri Ry., because I understand that the Govt. of India have made a firm offer of terms and the Company are only watching for a favourable opportunity to go on the market: XI, the Trichinopoli-Tondi, because there is no urgency about it: XII, the Trichinopoli-Tirukoilur, because the project is not ready: XIV the Ammanayakanur-Kunnuvanth, because all that can be done by us has now been done and we must await the Promoters appeal to the public for money: XVIII the Baliapatam ~~[illegible]~~ - Mangalore because it has not yet been surveyed ~~[illegible]~~. ~~Next omit from consideration~~ The five schemes referred to in paragraph 3, may also be omitted from consideration because they are all well in hand or have been completed.

8. – There now remain ~~nine~~ seven schemes, and I would arrange them in the following order

Order of preference	No. in Note by Consulting Engineer	Name of scheme	Remarks.
~~1~~	~~[illegible]~~ IX	~~Madras – Pamban~~	~~Funds for an immediate start urgently needed~~
~~2~~	~~[illegible]~~ X	~~Tinnevelly – Quilon~~	~~Do. Do. Do.~~
1 ~~3~~	~~[illegible]~~ XV	Mutupet – Avadyarcoil	Permission only wanted to begin works with the funds available. No responsibility falls on Government, and the Govt. can control details.
2 ~~4~~	~~[illegible]~~ XVII	Bezwada – Masulipatam	Long pressed for, on account of the Govts' Famine policy.
3 ~~5~~	XVI	Kurnool road – Kurnool	Do. Do. Do.
4 ~~6~~	XIX	Berhampur – Russellkonda	It will open up a fine fertile district, and be a valuable feeder of the E.C.
5 ~~7~~	V	Podanur – Dindigul	Badly wanted, at least the western three fourths of it, as a feeder to the Madras Railway.
6 ~~8~~	XX	Vizianagram – Raipur	This is so long a project that there is not much use in urgently pressing for it ~~urgently~~. Moreover it is bound to come in due course.
7 ~~9~~	VI	Nanjangud – Erode	This, though it would be a most valuable ~~useful~~ feeder, and secondarily a useful link, may very well wait a few years yet.

9. – I next proceed to describe the several projects in very much the same order as that in which I described them in the Note for last year's conference, briefly narrating the progress of the negociations for each of them which has been made during the year. ~~in regard to each of them.~~

10. **II. Calicut Cannanore Railway**, Standard gauge. 60 miles.

In last year's Memorandum I recorded that just at the close of 1897 permission was received from the Govt. of India for work to begin on the first 26 miles of this extension. Work was therefore just in hand and has made fair progress, about 80 per cent of earthwork and 35 per cent of culvert masonry having been finished and one major bridge started by the end of March 99. Meanwhile improvements in the survey of the remainder of the line were being made. Plans and estimates of miles 26 to 44 were sent up to the Govt of India in Aug 98, and of miles 44 to 60 in Nov. 98, and permission was asked for work to be allowed to go on. On Feb 3rd 99 the Govt of India ordered that the acquisition of land might go on, and that the collection of materials, and so much of construction as would not prejudice the gauge question. On March 23rd they telegraphed that construction might proceed throughout from Calicut to Beliapatam, mile 60, on the 5'.6" standard gauge. But economically, sound hard materials being used, with a view to conversion hereafter to the metre gauge. In compliance with these orders the line is being built with a formation width of 16'.6" feet, the bed plates of culvert and bridge being made fit to carry broad gauge girders. The question of permanent way is now occupying the attention of the Standing R. Co. Inquiries who report that there is no sound hard material available. A report of my latest inspection of this extension will be found in Govt. Proceedings No. 459 Rly dated the 23rd April 1899

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11. **II. Arcot Ranipet Railway.** Standard gauge. 4 ½ miles.

This little branch of the Madras Railway has been completed, and was opened for traffic on the 17th April 1899. Its prospects of traffic are not as good as was expected because the Ranipet sugar works have recently been partially shut down ~~up~~.

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Its S.W. line, on the metre gauge. (just as the [illegible] [illegible] on the metre gauge.) may shortly be expected ~~to be opened~~ from the Company's Agent.

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~~Ammanayakanur Kumaravanth Tramways.~~

~~VII~~ 15. – VI. Erode Nanjangud metre gauge, 115 miles.

The survey of this line has been completed and plans and sections, with preliminary estimates may soon be expected from the S.I.R. Co. who have been making them. This, with the short extension from Nanjangud to Mysore, was one of the branches, forming part of the west-Podanur metre gauge network, which this Government was anxious to see made over to the Madras R. Co. It was considered that unless given this and the Podanur–Dindigul, lines the Company would be unlikely to consent to the conversion of the short section of this main line, between Podanur and Calicut, which stands so seriously in the way of the development of railways in the tracts south and west of the Mysore plateau on a gauge and at a cost commensurate with traffic requirements.

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Guarantee of the extension will presumably be of the same nature as that for the Metupollium Coonoor section, viz. a guarantee of gross receipts.

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IX. Madras Pamban

Metre gauge. 100 feet.

My Note for last year's conference, on the subject of this important extension of the South Indian Railway, ended with the Board's acceptance of the condition that the Travancore branch and the Pamban branch must both, (the undertaken of the Company,) and not the latter paying one only. Between May and July 1898 much careful consideration was devoted to the question whether the route taken of the preliminary surveys at the desire of the Government of a few years ago was the right route. Further enquiries were made and after a most careful weighing of all the evidence the conclusion was come to, a conclusion fully concurred in of the Members of H.E.'s Council who were responsible for the route previously taken, that it would be right to branch off from the south end of Madras station, instead of ~~[illegible]~~ forming a separate junction a mile or two north of it, and to follow what is known as the South Vaigai route, serving the Shivaganga Zamindari of a short branch line. The conclusion thus arrived at was conveyed to the Govt. of India in the Govt' letter No. 969 Ry. dated 28th July 98, with a summary of the chief reasons which influenced this Govt. in its change of policy; but naturally, in such a letter, it was not possible to give a table of the evidence on which the conclusion had been based. In the same letter the Govt of India were pressed to allow the projected extension to be financed as an integral part of the S.I.R. They were also begged to be informed, if possible, to what extent a grant so as to allow of a commencement of work. It seemed not unreasonable to hope that a grant might be made because not only had it been practically decided that Pamban must be connected with Madras, but also a considerable mileage of the original line remained unaltered, and the alteration proposed might well be looked on merely as a diversion scarcely necessitating the project being treated as an entirely new one.

This view of the matter however did not commend itself to the Govt of India, who in their letter No. 1356 R.C. dated the 17th Sept. 98 replied that assuming as this Govt had altered its views as to the proper route to be adopted, they would wait for new plans and estimates. They at the same time conveyed to us the welcome decision that the extension of the S.I.R. to Pamban would be treated as an integral part of that system instead of as important a section of the through line of the future between India & Ceylon being made over to a Branch line Company; thus accepting the strong recommendation made to them from time to time of this Government. ~~They at the same time called for an estimate of the cost of a survey.~~

Since that date a survey party has been organised, and the work of surveying and staking out the new alternative and the branch, and re-staking at the southern part of the alignment has been very nearly completed. The staff are necessarily I believe under notice, and if once dispersed it may be difficult to collect them. But the Govt. of India have not yet seen their way to allot funds sufficient to keep things moving. They wired on Dec 19th to the effect that it is believed to be impossible to sanction work owing to the action of the Madras Government in suggesting an alternative route which has prevented the passing of orders and the sending of the project forward to the Secretary of State. They wired again on Jany 31st 99 to say that a despatch about the Madura Paumben line had gone home.

Meanwhile the Company's Agent reports that he can spend Rs. 40 lakhs in 1899–1900 if allowed to go ahead and send home indents now. and in a letter to the Govt. of India No. 293. Ry. dated 15th March 99 he strongly urged that at least Rs. 20 lakhs should be allotted pending the receipt of formal sanction to the entire line after submission of complete plans and estimates on the new alignment. If it has, in fact, been decided that the S.I.Ry. is to be extended to Paumben, it will be very unfortunate if means cannot be continued to save valuable time by sending forward indents for English material, and by acquiring land wherever there is no doubt about the alignment. As regards the question of change of alignment this Government is in a position to weigh, and has weighed, the evidence in the most careful manner, and the matter is one of which they are in the best position to judge, especially as in the perfectly level open plain it is scarcely to be expected that comparative estimates will show much difference in cost of construction even if the balance of traffic advantages were not, as they undoubtedly are, in favour of the alignment now proposed. As this goes to press I learn that a grant of ten lakhs has been allotted and that work may proceed.

~~The revised plans and estimates must soon be forthcoming from the S.I.Ry. Co's Engineer, and it may be hoped that when submitted to the Govt. of India, if not sooner, a grant may be allotted.~~

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19.- X. ~~Travancore Durbar Railway~~
Travancore branch of the S.I.R. metre gauge 103 mls.

When my note for last year's conference was written the position of affairs in regard to this important extension of the S.I.R. Co's system was that the terms proposed by the Govt of India for the guarantee, construction and working of the line had not yet been accepted by the S.I.R.C. or by the Travancore Durbar. We were able however to inform the Govt. of India, in our letter No. 782-R. dated the 6th June 98 that all difficulties had been cleared away. The following is a summary of the agreed terms.

(a) That the S.I.R.C. should be entitled to raise the whole of the money required for the construction of the entire line, at 2½ per cent. in sterling under the guarantee of the Govt. of India.

(b) That the Travancore Durbar should indemnify that guarantee to the extent of the cost of the line in their own territory.

(c) That the S.I.R.C. should work the line as completed as a portion of its existing system, at the same cost of working expenses to gross earnings as obtains on their whole line including this and all future branches; the cost of maintenance for two years after opening being debited to capital.

(d) That surplus profits should be divided, after deducting the share payable to the South Indian Railway Co, granted at about one sixth, between Government and the Durbar in proportion to the mileage in their respective territories.

In that letter this Govt. urged on the Govt. of India that such arrangements should be made as would allow the S.I.R.C. to raise sufficient funds to allow of a vigorous start being made with the work of construction, and with the completion of the survey of the hill section, during the working season 98-99.

Simultaneously with our informing the Govt. of India of the acceptance of the Durbar and of the Company of the terms proposed, we also informed them that His Government had accepted the Durbar's decision to adhere to the Northern route which formed the basis of the preliminary survey and estimate of 1895. It is therefore not easy to understand why, on our writing to the Govt of India on Dec. 19th 98 to suggest that a small grant might be spent with advantage on the Parambe and Travancore branch before the close of the year, they replied on the same day expressing the belief that it would be "impossible to sanction work owing to action Indian Government in suggesting alternative routes which has prevented passing orders and sending project Secretary of State However they again wired on Jany 31st to say that a despatch about the two lines had gone home I can only suppose that they considered the two schemes to be so linked together that they could not deal with that for the Travancore branch so long as there was any question about the line

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the Pamban branch. Meanwhile preliminary arrangements have been made for the survey through more of the grant of Rs. 15000 which was allotted for it in 98-99 was spent, and an estimate for a complete new survey of the entire line has been sent up to the Govt of India for sanction, amounting to Rs. 168,000, of which all except Rs. 36000 is for the central 24 miles of heavy ghat section.

On this Note goes to Govt I learn that a grant of 7 lakhs has been allotted and that work may proceed. ~~Whether or not a grant is allotted construction can proceed from the Trichinopoly end and from the Dindigul end.~~ Meanwhile matters of alignment and grading are being carefully attended to and the lines of a note forwarded with the Govt of India's letter No. 036. R.C. dated the 14th Feb. 99.

20. XI Trichinopoly – Pudukkottai – Thondi. Metre gauge 86 miles

Although I noted last year that this project had been shelved, it came up again for consideration soon after, in the form of a proposal from the Agent S. I. R. C. with reference to the ~~Railway~~ to his Company's probably diversion effects of the short circuiting which will take place if ever the Tanjore District Board's terminus at Avadyarcoil is connected up with the Madura Pamban line near Manamadura. The Agent wished that some of these effects should be stood off by influencing, in advance, the direction in which progress should be made with railways passing through the Pudukkottai State. Government however decided that railway schemes in the area in question, especially if like the Tanjore lines they are initiated by District Boards, must stand or fall on their merits as opposed to the country, rather than according to whether they happen or not to affect existing trunk lines.

24.

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21.— XII

Trichinopoli Tinnevelly chord line. Metre gauge. 90 miles.

The time is not yet considered ripe for presenting this scheme. The Collectors, the S.I.R. Co., and the Madras Chamber of Commerce were asked 3 months ago to express their several opinions in regard to it. But except that the Collector of Tanjore has replied that he can offer no useful remarks about it, and that the Chamber of Commerce have approved of it, no other replies have as yet been received.

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With a branch from Periyakulam, mile 27 to Kistnamanaik's tope, at the foot of the hill road to Kodaikanal,	about	5 "
From near Theni, mile 39, to Uttamapalaiyam,	about	18 "
With power to extend at any future time from Uttamapalaiyam to Kunnavanth, to the foot of the Periyar waterfall, and to the Madura District Frontier in the Periyar neighbourhood,	about	15 "
Total		93 miles.

A member of the Firm of Promoters has recently proceeded to England with a view to launching the project on the London market. There is every reason to hope that provided only it is constructed on economical lines, and that the fatal mistake is not made of engineering it from London and of overburdening it with English materials, it will be a very successful enterprise. India has nothing to learn from Europe about the building of efficient and economical light railways, but very much the reverse.

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24. ## XV. Mutupet Avadayarcoil Ry. metre gauge, 45 miles.—

This proposed extension of the Tanjore District Board's line is still in the Survey stage. It was hoped that work might have been begun on a nine mile section of it which had already been surveyed and estimated, because the money was available with the District Board, and no responsibility would fall on the Govt of India. That Govt. however desired that surveys and estimates should be made for the whole 45 miles before work was begun on a part of it. It would be a very great advantage in many ways if the Govt. of India would only consent to divest themselves of all responsibility for the alignment, engineering and ~~estimates~~ expenditure on this railway which involves them in no financial responsibility.

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years before the grain has learnt how to flow spontaneously in the direction where Government desires it to flow. Government therefore ~~[illegible]~~ wishes to extend the metre gauge S.M.R. from Bezwada into the heart of the Eastern Kistna Delta, in order that ~~[illegible]~~ the traffic officers of the Railway may in the interest of their line endeavour in every way to foster a trade between the tracts of plenty and of scarcity. This view of the matter has been constantly urged on the Govt. of India since I think 1891.

~~29~~ 30

32.- In paragraph 28 and 30 (under the heading Railway Construction) of the Financial Statement for 1899-1900 I find that the Hon. Financial Member contemplates allotting the following capital grants to railways in which the Province is directly interested, for expenditure during the current financial year.

	Budget 1899-1900 Rx.	Item
Expenditure by State Agency —		
Open lines —		
East Coast	40,000	(a)
Lines under construction —		
Bezwada Section		
Godavari Bridge	30,000	(b)
	200,000	(c)
Expenditure by agency of Companies —		
Open lines —		
South India	50,000	(d)
Lines under construction —		
Madura Pamban	100,000	(e)
Tinnevelly Ettaya	70,000	(f)
Expenditure by old Guaranteed Companies —		
Open lines —		
E. Madras	60,000	(g)
Extensions		
Calicut-Cannanore	200,400	(h)

With the administration of items (a), (b) and (c) the Govt. is not directly concerned. Items (d) and (g) represent merely the usual minor capital extensions of open lines of railway. The only items representing actual forward progress of construction of lines under an administration are those marked (e), (f) and (h). which show that it is intended proposed to allot for expenditure during the current year 10 lakhs for the Madura-Pamban, 7 lakhs for the Tinnevelly-Ettaya, and about 20 lakhs for the Calicut-Cannanore. ~~It is~~

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33.- In his Memorandum appended to the Budget Statement the Hon. the Public Works Member ~~gave~~ ~~explained~~ the

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following forecast of expenditure on railways in which we are interested, and which we administer.

Appendix A

Statement showing expenditure to be incurred on Railways to the end of 1901-1902.

Railway	No.	Length Miles	Approximate cost, according to latest information Rx.	Budget Estimate for 1899-1900 Rx.	Forecast for 1900-01 Rx.	Forecast for 1901-02 Rx.
I. From Imperial Funds						
(ii) By agency of main line Companies:						
Lines under construction						
South Indian, Negapatam-Nagore Branch	27	5	23,900	17,500	...	...
Ditto Madura Paumben	28	102	459,000	100,000	100,000	220,000
Ditto Tinnevelly Quilon (British Section).	29	45	250,000	70,000	80,000	100,000
III Old Guaranteed Cos.' Capital Accounts						
Lines under construction						
Madras Ry. Calicut Cannanore Branch	36	59	737,500	200,400	100,000	121,400
Coonoor Ootacamund (Nilgiri)*	37	12	192,000	...	100,000	...

* I do not know why this item is so classified. 7/55.

Statement showing Railways recommended since 1895-96 for early construction, outside the Programme.

Railway	Length miles	Approximate Cost Rx.	Remarks.
II Through the Agency of Native States			
(c) New projects put forward since 1897-98, and commenced or arranged for.			
Tinnevelly Quilon (Native State Section).	58	766,000	Accepted for construction without a Government guarantee.
III By Railway Companies to which free land and minor concessions are given.			
Coonoor-Mettupollium (Nilgiri)	17	355,000	Completed but damaged as it was about to be opened.

Appendix C

Statement showing Railways recommended since 1895–96, for construction, outside the programme.

Railway	Length miles	Approximate Cost Rx.	Remarks
I By Branch Line Companies.			
(a) Lines included in the list of 1897-98 as under consideration.			
Kurnool-Road Branch	36	120,000	Under consideration
Coonoor-Ootacamund (Nilgiri)	12	192,000	Do.
Muttupet-Avadayarcoil	45	150,000	Construction by Tanjore Dist. Bd. agreed to.
(b) New projects since put forward or recommended			
Ammayanayakanur-Kurwanath	75	500,000	Negociations in progress (1)
Bezwada-Masulipatam	44	530,000	Under consideration
II By Native States			
(b) New projects put forward or recommended			
Shoranur-Cochin.	64	917,700	Under consideration of Travancore Durbar. (2)
III By Railway Companies to which free land and minor concessions are given			
Lines included in the list of 1897-98 as under consideration			
Vizianagram Bimlipatam	15	93,900	Negociations in progress. (3)

~~Notes~~ Print small type:

(1) Negociations have now culminated in an order under the Tramways Act.

(2) Ought to be "Cochin Durbar". Negociations now practically completed to build a metre line costing 50 lakhs

(3) Concession ceases to be valid on 30th April 1899 unless by that time the scheme is floated.

37

Ootacamund
1st May 1899

Francis J. E. Spring
Con. Engr for Ry. Madras

remains now to see ... Government of India, for the necessary funds will be provided by the Cochin State.

1

THE RAILWAY CONFERENCE OF 1899.

Note by the Consulting Engineer for Railways, Madras.

1. I am unable to report that very good progress has been made in railway matters in this Presidency during the year ending 31st March 1899. The southern 250-mile section of the East Coast Railway has been opened for traffic, and when the arrangements now being matured on paper for bringing that railway into the Madras Railway Company's Central station, and into touch with the South Indian Railway on the Madras Beach, shall have been brought to a practical issue, there will have been secured to the public a very distinct gain in facility of communication and transport. I do not think that development has been appreciably impeded by our failure—for I take it that we have failed—to gain the Government of India's acceptance of our metre gauge conversion and extension policy for the Madras Railway. The only line whose progress might have been affected by these negociations is the Calicut-Cannanore, and judging from the state of progress of the work on its first 26 miles, and taking into account the immense improvements affected by more careful survey on its remaining 34 miles, I do not consider that progress has been in any way less active than if the gauge controversy had not arisen. Negotiations for the remaining lines of the group concerned with this Government's metre gauge proposals are not in so forward a state as to have been affected our way or the other.

2. It is true that if we had permitted ourselves to drift on with the serious mistake of allowing the North Vaigai route to be accepted for the Madura-Pamben line, we might possibly before now have been placed in funds for its construction; but a permanent and baleful error in location would have been a heavy price to pay for securing the opening of the branch a few months sooner than we shall now secure its opening on the proper alignment. It is not easy to understand how it came to pass that the fact of our having made the alterations referred to in the Madura-Pamben line should have had the indirect result of the Secretary of State not being addressed until, apparently, January 1899 in regard to the Tinnevelly-Quilon project; for it was early in June 1898 that we told the Government of India that all difficulties had been removed, route settled, and terms accepted by all concerned. As this goes to press I learn that sanction has been accorded to the commencement of work on both these important extensions, and that grants have been allotted to them.

3. To five more of the railways dealt with in the following notes it will be unnecessary for me again to refer, when I shall have explained that I, the *Calicut-Cannanore* is in full swing of construction; that II, the *Arcot-Ranipet* is open for traffic; that III, the *Madras Harbour* siding, and XIII the *Negapatam-Nagore* extension, are under construction, and that in anticipation of an issue of an order for its equipment with rails under the Tramways Act the Rajah of Parlakimedi has made good progress with the road which is to become the *Parlakimedi Tramway*, scheme No. XXI.

4. We have heard nothing lately about VIII, the Coonnoor-Ootacamund extension of the *Nilgiri Railway*: the little *Salem branch*, VII, of the Madras Railway is to be surveyed very soon: it is believed, although no information in regard to their progress has been furnished to us by the Government of India, that the Surveys of XIX, the *Berhampore-Russelkonda* branch, and of XX, the Vizianagram-Raipur line, are in progress: XV, the Mutupet-Avadyarcoil line is also in the survey stage and when sanctioned the Tanjore District Board can raise capital and arrange to build it without responsibility to the Government of India. A member of the Firm of Promoters has gone to England to endeavour to launch, XIV, the section of the Madura District Tramway Company's lines called the *Ammayanakkanur-Kuruvanuth Tramway*. Little remains now to set IV, the *Shoranur-Cochin*, going except the general sanction of the Government of India, for the necessary funds will be provided by the Cochin State.

5. Of the remaining seven lines, XI, the *Trichinopoly-Tondi*, is temporarily shelved; XII, the *Trichinopoly-Tirukoilur* is not ready to go forward; and XVIII, the *Baliapatam-Mangalore*, has not been surveyed, though an application has been made that it be surveyed.

6. The four remaining schemes are V, the *Pottanur-Dindigul*; VI, the *Nanjangod-Erode*; XVI, the *Kurnool branch*, and XVII, the *Bezwada-Masulipatam*.

7. Were I asked to place the various schemes in order of relative importance to the Presidency, with a view to arrangements being made for starting work on them, I should advise as follows. First omit from consideration the following seven schemes, for the reasons given with each. IX, the Madura-Pamban, and X, the Tinnevelly-Quilon, which have just been arranged for; IV, the *Shoranur-Cochin*, because it is in a fair way of being started, without aid from the Government of India, whose general approval only is needed: VII, the short *Salem branch*, because it is yet unsurveyed: VIII, the Ootacamund extension of the *Nilgiri Railway*, because I understand that the Government of India have made a firm offer of terms and the Company are only watching for a favourable opportunity to go on the market: XI, the *Trichinopoly-Tondi*, because there is no urgency about it: XII, the *Trichinopoly-Tirukoilur*, because its project is not ready: XIV, the *Ammanayakanur-Kuruvanuth*, because all that can be done by us has now been done and we must await the promoters' appeal to the public for money: XVIII, the *Baliapatam-Mangalore* because it is not yet been surveyed. The five schemes referred to in paragraph 3 may also be omitted from consideration because they are all well in hand or have been completed.

8. There now remain seven schemes, and I would arrange them in the following order: —

Order of preference.	Number in note by Consulting Engineer.	Name of scheme.	Remarks.
1	XV	Mutupet-Avadyarcoil	Permission only wanted to begin work with the funds available. No responsibility falls on Government, and this Government can control details.
2	XVII	Bezwada-Masulipatam	Long pressed for, on account of this Government's famine policy.
3	XVI	Kurnool road-Kurnool	Long pressed for, on account of this Government's Famine policy.
4	XIX	Berhampore-Rasselkonda ..	It will open up a few fertile district, and be a valuable feeder of the East Coast Railway.
5	V	Podanur-Dindigul	Badly wanted, at least the western three-fourths of it, as a feeder to the Madras Railway.
6	XX	Vizianagram-Raipur	This is so large a project that there is not much use in urgently pressing for it. Moreover it is bound to come in due course.
7	VI	Nanjangod-Erode	This though it would be a most valuable feeder, and secondarily a useful link, may very well wait a few years yet.

9. I next proceed to describe the several projects in very much the same order as that in which I described them in the note for last year's conference, briefly narrating the progress of the negotiations for each of them which has been made during the year.

10. *I.—Calicut-Cannanore Railway, Standard Gauge, 60 miles.*—In last year's memorandum I recorded that just at the close of 1897 permission was received from the Government of India for work to begin on the first 26 miles of this extension. Work was therefore put in hand and has made fair progress, about 80 per cent. of earthwork and 35 per cent. of culvert masonry having been finished and one major bridge started by the end of March 1899. Meanwhile improvements in the survey of the remainder of the line were being made. Plans and sections of miles 26 to 44 were sent up to the Government of India in August 1898, and of miles 44 to 60 in November 1898, and permission was asked for work to be allowed to go on. On February 3rd, 1899, the Government of India ordered that the acquisition of land might go on, and also the collection of materials, and so much of constructions as would not prejudice the gauge question. On March 23rd, they telegraphed that construction might proceed throughout from Calicut to Baliapatam, mile 60, on the 5′ 6″ standard gauge, but economically, second-hand materials being used, with a view to conversion hereafter to the metre-gauge. In compliance with these orders, the line is being

built with a formation width of 16′-6″, the bed plates of culverts and bridges being made fit to carry broad gauge girders. The question of permanent way is now occupying the attention of the Madras Railway Company's Engineers, who report that there is no second-hand material available. A report of my latest inspection of this extension will be found in Government Proceedings, No. 459 Ry., dated the 23rd April 1899.

11. *II. Arcot-Ranipet Railway, standard Gauge, 4½ miles.*—This little branch of the Madras Railway has been completed, and was opened for traffic on the 17th April 1899. Its prospects of traffic are not as good as was expected, because the Ranipet Sugar Works have recently been partially shut down.

12. *III. Madras Harbour sidings, standard gauge, 1 mile.*—This temporary scheme for bringing passengers of the Madras and South Indian Railway, to a joint platform opposite the City and Harbour of Madras was satisfactorily matured during the year, and is now in a fair way to completion. It seems not unlikely too that the great convenience of a transhipment of goods, notably coal and paddy, may also be arranged for.

13. *IV. Shoranur-Cochin Railway, metre gauge, 64 miles.*—Negociations for starting work upon this important feeder to the Madras Railway seem now at last to be very close to maturity. His Highness the Rajah of Cochin has decided to provide the whole of the capital necessary to construct the 64 miles of line on the metre gauge at a cost roughly estimated at Rs. 50 lakhs Improvements in the alignment are still going on, and it is intended that they should continue to go on even after construction is sanctioned Permission has been received from the Government of India for the commencement of work on the first 30 miles. At a conference recently held at Cochin at which were present the Resident, the Diwan, and the Consulting Engineer, various matters were agreed to, and the Durbar will soon address Government with definite proposals. The question of payment of compensation on account of land to be acquired for the Cochin State Railway in the State of Travancore is under settlement in the Political Department. A report of my recent inspection of this line will be found with G.O., No. , dated the April 1899.

14. *V. Podanur-Dindigul Railway, metre gauge, 118 miles.*—Since the date of my memorandum for the 1898 conference, nothing has occurred in the history of this project. It forms an integral part of the metre gauge network of railways which this Government has strongly pressed on the Government of India as being necessary for the proper development of the trade of the parts of the Indian Peninsula lying south and west of the Mysore plateau. This Government holds the opinion that railway development in the tract in question is seriously hindered by the existence of a comparatively short piece of broad gauge railway between Podanur and Calicut, and that if this piece were converted to the metre gauge—a step to which its owners, the Madras Railway Company, have consented on certain conditions—railway development in several directions might receive an important impetus. A branch running south-eastwards from Podanur station of the Madras Railway through a large tract of fertile and prosperous trading countries, past several large towns, towards Dindigul on the South Indian Railway formed one of the metre gauge branches which this Government proposed to entrust to the Madras Railway Company during the last few years of its contract in return for its agreeing to convert the Podanur-Calicut section. It is understood that proposals for constructing at least the Podanur end of this important feeder of the western section of the Madras Railway Company's South-West line, on the metre gauge (just as the Cochin feeder is to be on the metre gauge), may shortly be expected from the Company's Agent.

15. *VI. Erode-Nanjangod, metre gauge, 115 miles.*—The survey of this line has been completed, and plans and sections, with preliminary estimates, may soon be expected from the South Indian Railway Company who have been making them. This, with the short extension from Nanjangod to Mysore, was one of the branches, forming part of the West Podanur metre gauge network, which this Government was anxious to see made over to the Madras Railway Company. It was considered that unless given this and the Podanur-Dindigul line, the Company would be unlikely to consent to the conversion of the short section of this main line, between Podanur and Calicut, which stands so seriously in the way of the development of railways in the tracts south and west of the Mysore plateau on a gauge and at a cost commensurate with traffic requirements.

16. *VII. Salem-Shevaroys, 2′ 6″ Gauge, 8 Miles.*—In November 1898 the Government of India sanctioned a survey being made by the Madras Railway Company for a narrow 2′ 6″ or 2′ 0″ gauge branch line from Salem station to the foot of the Yercaud ghât, a distance of 8 miles. I have recently proposed that to complete the project it might be as well to enquire into the prospects of an airway from bottom of ghât to Yercaud to be worked by the Madras Railway Company in connection with their branch line.

17. *VIII. The Coonnoor-Ootacamund (Nilgiri) Railway Metre Gauge, 11½ Miles.*—The opening for public traffic of the Mettupalaiyam-Coonnoor section, which it was hoped might be effected in November 1898, has not yet taken place, because the line was very much knocked to pieces by the north-west monsoon of 1898. It is now hoped that it will be ready for opening some time before the south-west monsoon of 1899, viz., early in June next. Arrangements have been made for its being worked by the Madras Railway Company. Nothing is known here about the progress of negociations with the Company for extending their railway from Coonnoor to Ootacamund since the Secretary of State was addressed by the Government of India on the subject in July 1898. The latest estimate of the cost of the 11½-mile extension from Coonnoor to Ootacamund is Rs. 19,19,000 including interest during construction. Government, however, will not be concerned in the cost of any part of the Nilgiri Railway for the guarantee of the extension will presumably be of the same nature as that for the Mettupalaiyam-Coonnoor section, viz., a guarantee of gross receipts.

18. *IX. Madura-Pamban Metre Gauge, 100 Miles.*—My note for last year's conference, on the subject of this important extension of the South Indian Railway, ended with the Board's acceptance of the condition that the Travancore branch and the Pamban branch must both, and not the better paying one only, be undertaken by the company. Between May and July 1898 much careful consideration was devoted to the question whether the route taken by the preliminary surveyors at the desire of this Government of a few years ago was the right route. Further inquiries were made and after a most careful weighing of all the evidence the conclusion was come to, a conclusion fully concurred in by the Member of His Excellency's Council who was responsible for the route previously taken, that it would be right branch off from the south end of Madura station, instead of forming a separate junction a mile or two north of it, and to follow what is known as the South Vaigai route, serving the Sivaganga Zamindari by a short branch line. The conclusion thus arrived at was conveyed to the Government of India in this Government's letter, No. 969 Ry., dated 28th July 1898, with a summary of the chief reasons which influenced this Government in its change of policy; but naturally, in such a letter, it was not possible to give a tithe of the evidence on which the conclusion had been based. In the same letter the Government of India were pressed to allow the projected extension to be financed on an integral part of the South Indian Railway. They were also begged to, if possible, allot a grant so as to allow of a commencement of work. It seemed not unreasonable to hope that a grant might be made because not only had it been practically decided that Pamban must be connected with Madura, but also a considerable mileage of the original line remained unaltered, and the alteration proposed might well be looked on merely as a diversion scarcely necessitating the project being treated as an entirely new one.

This view of the matter, however, did not commend itself to the Government of India, who in their letter, No. 1356 R.C., dated the 17th September 1898, replied that, inasmuch as this Government had altered its views as to the proper route to be adopted, they would wait for new plans and estimates. They at the same time conveyed to us the welcome decision that the extension of the South Indian Railway to Pamban would be treated as an integral part of that system instead of so important a section of the through line of the future between India and Ceylon being made over to a branch line Company, thus accepting the strong recommendation made to them from time to time by this Government. Since that date a survey party has been organized, and the work of surveying and staking out the new alteration and the branch, and re-staking out the unaltered part of the alignment has been very nearly completed. The staff are necessarily I believe under notice, and if once dispersed it may be difficult to collect them. But the Government of India have not yet seen their way to allot funds sufficient to keep things moving. They wired on

December 19th to the effect that it is believed to be impossible to sanction work owing to the action of the Madras Government in suggesting an alternative route which has prevented the passing of orders and the sending of the project forward to the Secretary of State. They wired again on January 31st, 1899, to say that a despatch about the Madura-Pamban line had gone home.

Meanwhile, the Company's Agent reports that he can spend Rs. 40 lakhs in 1899–1900 if allowed to go ahead and send home indents now, and in our letter to the Government of India, No. 293 Ry., dated 15th March 1899, we strongly urged that at least Rs. 20 lakhs should be allotted pending the receipt of formal sanction to the entire line after submission of complete plans and estimates on the new alignment. If it has, as a fact, been decided that the South Indian Railway is to be extended to Pamban, it will be very important if means cannot be contrived to save valuable time by sending forward indents for English materials, and by acquiring land wherever there is no doubt about the alignment. As regards the question of change of alignment this Government is in a position to weigh, and has weighed, the evidence in the most careful manner, and the matter is one of which they are in the best position to judge, especially as in the perfectly open level plain; it is scarcely to be expected that comparative estimates will show much difference in cost of construction, even if the balance of traffic advantages were not, as they undoubtedly are, in favour of the alignment now proposed. As this goes to press I learn that a grant of ten lakhs has been allotted and that work may proceed.

19. *X. Travancore Branch of the South Indian Railway metre gauge, 103 miles.*—When my note for last year's conference was written, the position of affairs in regard to this important extension of the South Indian Railway Company's system was that the terms proposed by the Government of India for the guarantee, construction and working of the line had not yet been accepted by the South Indian Railway Company or by the Travancore Darbar. We were able, however, to inform the Government of India, in our letter No. 782 Ry., dated the 6th June 1898, that all difficulties had been cleared away. The following is a summary of the agreed terms:—

(*a*) That the South Indian Railway Company should be enabled to raise the whole of the money required for the construction of the entire line, at 2½ per cent. in sterling under the guarantee of the Government of India.

(*b*) That the Travancore Darbar should underwrite that guarantee to the extent of the cost of the line in their own territory.

(*c*) That the South Indian Railway Company should work the line on completion as a portion of its existing system, at the same rate of working expenses to gross earnings as obtains on their whole line including this and all future branches; the cost of maintenance for two years after opening being debited to capital.

(*d*) That surplus profit should be divided, after deducting the share payable to the South Indian Railway Company, quoted at about one sixth between Government and the Darbar in proportion to the mileage in their respective territories.

In that letter this Government urged on the Government of India that such arrangement should be made as would allow the South Indian Railway Company to raise sufficient funds to allow of a vigorous start being made with the work of construction, and with the completion of the survey of the hill section, during the working season 1898–99.

Simultaneously with our informing the Government of India of the acceptance by the Darbar and by the Company of the terms proposed, we also informed them that this Government had accepted the Darbar's decision to adhere to the northern route which formed the basis of the preliminary survey and estimate of 1895. It is therefore not easy to understand, why, on our wiring to the Government of India on December 19th 1898 to suggest that a small grant might be spent with advantage before the close of the year on the Pamban and Travancore branches, they replied on the same date expressing the belief that it would be "impossible to sanction work owing to action of Madras Government in suggesting alternative routes which has prevented passing orders and sending project to Secretary of State." However they again wired on January 31st to say that a despatch about the two lines had gone home. I can only suppose that they considered the two schemes to be so linked together that they could not deal with that for the Travancore branch so long as there was any question about the best route for the Pamban branch. Meanwhile, though none of the grant of Rs. 15,000 which was allotted for the survey in 1898–99 was spent, preliminary arrangements have

been made and an estimate for a complete new survey of the entire line has been sent up to the Government of India for sanction, amounting to Rs. 1,68,000, of which all except Rs. 36,000 is for the central 24 miles of heavy ghât section.

As this note goes to press I learn that a grant of 7 lakhs has been allotted and that work may proceed. Meanwhile, matters of alignment and grading are being carefully attended to on the lines of a note forwarded with the Government of India's letter No. 036 R.C., dated the 14th February 1899.

20. *XI. Trichinopoly-Pudukkottai-Thondi, metre gauge, 86 miles.*—Although I noted last year that this project had been shelved, it came up again for consideration soon after, in the form of a proposal from the Agent, South Indian Railway Company, with reference to the probably disastrous effects to his company of the short circuiting which will take place if ever the Tanjore District Board terminus at Avadyarcovil is connected up with the Madura-Pamban line near Manamadura. The Agent wished that some of these effects should be staved off by influencing, in advance, the direction in which progress should be made with railways passing through the Pudukkottai State. Government, however, decided that railway schemes in the area in question, especially if like the Tanjore lines they are initiated by District Boards, must stand or fall on their merits as openers-up of the country, rather than according to whether they happen or not to short circuit existing trunk lines.

21. *XII. Trichinopoly-Tirukkoyilur chord line, metre gauge, 90 miles.*—The time is not yet considered ripe for presenting this scheme. Collectors, the South Indian Railway Company, and the Madras Chamber of Commerce were asked three months ago to express their several opinions in regard to it, but except that the Collector of Tanjore has replied that he can offer no useful remarks about it, and that the Chamber of Commerce have approved of it, no other replies have as yet been received.

22. *XIII. Negapatam-Nagore, metre gauge, 4½ miles.*—This short extension of the South Indian Railway has been sanctioned and the work is well in hand. An effort is being made to co-ordinate it with the new pier which Government has decided to build at the port of Nagore.

23. *XIV. Madura District Tramways 2′ 6″ gauge, 93 miles.*—After long negociation between the several parties interested in the proposal of Messrs. Wilson & Co. of Madras to promote and make the Ammayanayakkanur-Kuruvanath Tramway on the 2′ 6″ gauge, an order under the Indian Tramways Act has now been published authorising the promoters to proceed with their enterprise. The following are the projected tramways:—

From Ammayanayakkanur station of the South Indian Railway to Kotagudi, the foot of the Kanan Devan Hill Produce Company's rope airway	about	55 miles.
With a branch from Periyakulam, mile 27, to Kistnamanaik's tope, at the foot of the hill round to Kodaikanal ...	about	5 „
From near Theni, mile 39, to Uttamapalaiyam	about	18 „
With power to extend at any future time from Uttamapalaiyam to Kuruvanath, to the foot of the Periyar waterfall, and to the Madura District Frontier in the Periyar neighbourhood,	about	15 „
Total ...		93 miles.

A member of the firm of promoters has recently proceeded to England with a view to launching the project on the London market. There is every reason to hope that provided only it is constructed on economical lines, and that the fatal mistake is not made of engineering it from London and of overburdening it with English materials, it will be a very successful enterprise. India has nothing to learn from Europe about the building of efficient and economical light railways, but very much the reverse.

24. *XV. Mutupet-Avadaiyarcoil Railway, metre gauge, 45 miles.*—This proposed extension of the Tanjore District Board's lines is still in the survey stage. It was hoped that work might have been begun on a nine mile section of it which had already been surveyed and estimated, because the money was available with the District Board, and no responsibility would fall on the Government of India. That Government, however, desired that surveys and estimates should be made for the whole 45 miles before work was begun on a part of it. It would be a very great advantage in many ways if the

the Government of India would only consent to divest themselves of all responsibility for the alignment, engineering and expenditure on this railway which involves them in no financial responsibility.

25. *XVI. Kurnool Branch, metre gauge, 32 miles.*—No progress has been made during the year, so far as is known here, in the negociation for the construction of this much needed branch of the Southern Mahratta Railway, although it is understood that it has been estimated that a light railway sufficiently good for all probable requirements might have been made for Rs. 25,000 per mile, with traffic prospects of Rs. 40 to Rs. 50 per week.

26. *XVII. Bezwada-Masulipatam, metre gauge, 50 miles.*—So far as this Government is aware the scheme for extending the Southern Mahratta Railway into the heart of the Eastern Kistna delta is still in abeyance. It is understood that the Government of India are waiting to see what will be the tendency of the flow of traffic, now that through communication with Madras has been opened up. This Government's contention has always been that even if the Madras merchants with their powers of organization should be the first to enter the delta, their profits are of not nearly so much importance in the interests of the Presidency in general as that the merchants of the famine tracts of Bellary and Kurnool should get in touch, during years of plenty, with the producers and merchants of the Kistna delta. Native petty grain merchants in this part of India are so constituted that, unless they are offered every possible facility of communication, famines will come round again and again before the grain has learnt how to flow spontaneously in the direction where Government desires it to flow. Government therefore wishes to extend the metre gauge Southern Mahratta Railway from Bezwada into the heart of the Eastern Kistna delta, in order that the Traffic officers of the railway may in the interests of their line endeavour in every way to foster a trade between the tracts of plenty and of scarcity. This view of the matter has been constantly urged on the Government of India since I think 1891.

27. *XVIII. Mangalore extension, metre gauge, 100 miles.*—The Agent, Madras Railway Company, has recently been in correspondence with the Consulting Engineer for Railways about making a survey to Mangalore from Cannanore. The country wants opening up badly, but the metre gauge is amply good enough for the purpose; and yet it seems as if either the broad gauge must be adopted or the railway be left unmade, unless the Madras Railway Company's offer to convert their short section west of Podanur and so complete a self contained metre system with West Coast ports for their trade outlet, is accepted, or until on the termination of that Company's agreement in 1907 Government is in a position to carry out the conversion. I understand that the Mysore Government are very anxious to reopen the question of communication between their plateau and the Port of Mangalore. I believe also that those interested will soon move in the matter of a light line to connect Tellicherry with Coorg.

28. *XIX. Berhampur-Russelkonda branch, 2′ 6″ gauge.*—As a preferable alteration to the proposed connection of Gopalpur port with the East Coast Railway by a branch railway, this Government, in June 1898, suggested to the Government of India that a feeder to the East Coast Railway on the 2 feet gauge from Russelkonda through Goomsoor and Aska to Berhampur would have many advantages. The Government of India therefore in November 1898 ordered the Manager of the East Coast Railway to have a survey and a careful traffic estimate made. Nothing further has been heard about the matter. A broad and fertile country would be tapped by the proposed line, and there seems to be a possibility of its being extended hereafter to join the Bengal-Nagpur Company's system in the Central Province.

29. *XX. Vizianagram-Raipur Railway metre gauge.*—Since the note for the Conference of 1898 was written we have heard nothing more about the progress of the survey for this proposed railway. It is a line which is bound to be made sooner or later, and I should suppose that it *will pay* to build it sooner rather than later. Doubtless the Bengal-Nagpur Railway Company will come to terms for it with the Secretary of State. That is why this Government would consent to Vizagapatam port, and not Khunda Road, being the point of contact of the Northern (or Calcutta-wards) and the Southern (or Madras-wards) Agencies for working the East Coast Railway. With such an arrangement nothing can prevent Vizagapatam being formed into an effective and important port.

30. *XXI. Parlakimedi Light Railway, 2′ 6″ gauge, 25 miles.*—While this Government has been maturing an order under the Tramways Act and providing for objections advanced, and obtaining the Government of India's consent to allowing this line to be made, the Rajah of Parlakimedi has been quietly going on with the purchase of material and rolling-stock and the construction of the *road* part of his intended tramway. The order will now at once be made absolute, and there ought to be very little delay in the completion of this interesting little line.

THE LIGHT FEEDER FAMINE RAILWAY GROUP.

31. The Government of India have never replied to a letter addressed to them by this Government in the Revenue Department, in which after much weighing of evidence a very deliberate selection was made of six short lines, varying from 16 to 45 miles in length, from railway stations to certain chief centres of distribution in famine districts. Then six schemes were put forward for consideration with a request that so much of the Famine Insurance grant as might be considered to be this Presidency's due might be allotted at the rate of, perhaps, 10 lakhs per annum for five or six years, for expenditure on the construction of the chosen lines. The gauge selected was 2′ 0″ a gauge amply sufficing for all purposes for which the lines were required. It may be as well to take the present opportunity to again address the Government of India on the subject; as this goes to press however, I learn that they have sanctioned the survey of one of the lines and simultaneously the Madras Railway Company's Agent has asked to be allowed to survey another. I have addressed the Consulting Engineer, Bombay, about inducing the Southern Mahratta Railway Company to survey the remaining four.

FIGURES IN THE FINANCIAL STATEMENT FOR 1899–1900.

32. In paragraphs 28 and 30 of the Financial statement for 1899–1900, under the heading *Railway Construction*, I find that the Hon. the Financial Member contemplated allotting the following capital grants to railways in which this Presidency is directly interested, for expenditure during the current financial year :—

	Budget, 1899–1900.	Item.
Expenditure by State Agency—		
Open lines—		
East Coast	Rx. 40,000	(*a*)
Lines under construction—		
Bezwada-Madras	30,000	(*b*)
Godavari bridge	200,000	(*c*)
Expenditure by Agency of Companies—		
Open lines—		
South Indian	50,000	(*d*)
Lines under construction—		
Madura-Pamban	100,000	(*e*)
Tinnevelly-Quilon	70,000	(*f*)
Expenditure by old Guaranteed Companies—		
Open lines—		
Madras	60,000	(*g*)
Extensions—		
Calicut-Cannanore	200,400	(*h*)

With the administration of items (*a*), (*b*) and (*c*) this Government is not directly concerned. Items (*d*) and (*g*) represent merely the usual minor capital extensions of open lines of railway. The only items representing actual forward progress of construction of lines under our administration are those marked (*e*), (*f*) and (*h*), which show that it is intended to allot for expenditure during the current year 10 lakhs for the Madura-Pamban, 7 lakhs for the Tinnevelly-Quilon, and about 20 lakhs for the Calicut-Cannanore.

33. In his memorandum appended to the budget statement the Hon. the Public Works Member gave the following forecast of expenditure on railways in which we are interested, and which we administer.

APPENDIX A.

STATEMENT showing expenditure to be incurred on Railways to the end of 1901–1902.

Railway.	No.	Length miles.	Approximate cost, according to latest information. Rx.	Budget estimate for 1899–1900. Rx.	Forecast for 1900–1901 Rx.	Forecast for 1901–1902. Rx.
I. FROM IMPERIAL FUNDS.						
(ii) BY AGENCY OF MAIN LINE COMPANIES.						
Lines under construction.						
South Indian, Negapatam-Nagore Branch ..	27	5	23,900	17,500	..	..
Do. Madura-Pamben	28	102	4,59,000	1,00,000	1,00,000	2,20,000
Do. Tinnevelly-Quilon (British section)	29	45	2,50,000	70,000	80,000	1,00,000
III. OLD GUARANTEED COMPANIES' CAPITAL ACCOUNTS.						
Lines under construction.						
Madras Railway Calicut-Cannanore branch ..	36	59	7,37,500	2,00,400	1,00,000	1,21,400
Coonnoor-Ootacamund (Nilgiris)* ..	37	12	1,92,000	..	1,00,000	..

* I do not know why this item is so classified.

APPENDIX B.

STATEMENT showing Railways recommended since 1895–96, *for early construction*, outside the programme.

Railway.	Length miles	Approximate cost Rx.	Remarks.
II.—THROUGH THE AGENCY OF NATIVE STATES.			
(*c*) *New project put forward since* 1897–98, *and commenced or arranged for.*			
Tinnevelly-Quilon (Native State section) ..	58	7,66,200	Accepted for construction without a Government guarantee.
III.—BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
Coonnoor-Metupollium (Nilgiris)	17	3,55,000	Completed but damaged as it was about to be opened.

APPENDIX C.

STATEMENT showing Railways recommended since 1895–96, *for construction*, outside the programme.

Railway.	Length miles.	Approximate cost. Rx.	Remarks.
I. BY BRANCH LINE COMPANIES.			
(*a*) *Lines included in the list of* 1897–98 *as under consideration.*			
Kurnool Road branch	36	1,20,000	Under consideration.
Coonnoor-Ootacamund (Nilgiris)	12	1,92,000	Do.
Mutupet-Avadyarcoil	45	1,50,000	Construction by Tanjore District Board agreed to.
(*b*) *New projects since put forward or recommended.*			
Ammayanayakanur-Kuruvanuth	75	5,00,000	Negociations in progress (1).
Bezwada-Masulipatam	44	5,30,000	Under consideration.
II. BY NATIVE STATES.			
(*b*) *New projects put forward or recommended.*			
Shoranur-Cochin	64	9,17,700	Under consideration by Travancore Darbar (2).
III. BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
Lines included in the list of 1897–98 *as under consideration.*			
Vizianagram-Bimlipatam	15	93,900	Negociations in progress (3).

(1) Negociations have now culminated in an order under the Tramways Act.
(2) Ought to be "Cochin Darbar." Negociations now practically completed to build a metre line costing 50 lakhs.
(3) Concession ceases to be valid on 30th April 1899 unless by that time the scheme is floated.

OOTACAMUND,
1st May 1899.

FRANCIS J. E. SPRING,
Consulting Engineer for Railways, Madras.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

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

G.O., No. Ry., May 1899.

MAY.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Letter from the Government of India, dated 1st March 1899, No. 018 R.P.
Note by the Consulting Engineer for Railways, Madras, for the Railway Conference of 1899, dated 26th April 1899.

Order—No. Ry., dated April 1899.

The Government of India will be addressed.

[Here enter No. Ry., dated April 1899.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

Ex.I. T. K. Narayana Aiyangar.

May

April 1899.

No. Ry.,

PUBLIC WOR

DEPARTMENT.

Ra

way.

Letter—from

.E.,
e Government of Madras,
Public Works Department,
Railway Branch,

Francis J. E. Spring, Esq.,
Joint Secretary to

To

VERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

The SECRETARY TO THE

Sir,

?., dated the 1st March 1899, this Govern-
efore the 15th of May, for new lines not yet
als, or fresh information, in connection with
ed for consideration at past conferences.

In your Circular letter, No. 018
ment was directed to submit proposals
considered, as well as any further pro
projects which have already been subm

e a note by this Government's Consulting
eral projects which are of interest to this
preference — an order approved by His
hose projects which there seems any hope of
iod.

2. In reply I am directed to en
Engineer for Railways, reviewing the
Presidency, and placing in an orde
Excellency the Governor in Council
being undertaken within a reasonable

he present occasion, in accordance with the
ply, either to submit proposals for new lines,
esh information in connection with projects
His Excellency the Governor in Council con-
or addressing a general letter to the Govern-
s yet to be built, in which this Presidency

3. Although not in a position o
request contained in your letter under
or to put forward further proposals or
already considered at past conference
siders this to be a suitable opportunit
ment of India on the subject of Rail
is interested.

ved, with much satisfaction, the intimation
., dated the 24th April 1899, that funds to
1 for the Madura-Pamban line and that work
finished and it is expected that sufficient
e Government of India to enable orders to
. There is reason to believe that work on
e than will be practicable if grants for the
the Hon'ble Sir A. Trevor's memorandum
1899–1900, viz., 10, 10, and 22 lakhs; and
e the case, the Government of India may see
extension of the South Indian Railway to be

4. This Government has just r
conveyed in your telegram No. 740
the extent of 10 lakhs have been all
may go on. The survey is reported
information may soon be laid befor
be passed on the question of alignm
this line can be pushed at a faster
successive years are fixed as shown
attached to the financial statemen
it is hoped that, should this prove
their way to enabling this importa
opened at as early a date as possible.

minor

once the scheme
been

5. The telegram above referred to contained also an intimation that work might be started on the Tinnevelly-Quilon line, and that 7 lakhs had been allotted for the purpose. An inspection of the Hon'ble Sir A. Trevor's memorandum just referred to would seem to show that inasmuch as the three successive years' grants therein entered, viz., 7, 8, and 10 lakhs, amount approximately to the estimated cost of the British section of the line, the Government of India's intention is to directly provide the capital for that section and to enable the South Indian Railway Company to raise for the Travancore section State Guaranteed debentures to be underwritten by the Durbar. For the cheap and speedy construction of the middle, or ghât, section it is most desirable that the British section and also the plains portion of the Travancore section should be pushed as rapidly as the provision of funds will allow of. There is reason to think that the three successive annual grants for the British section might with great advantage be differently proportioned, and this shall be reported on later on. As regards the plains portion of the Travancore section, I am to express the hope that the South Indian Railway Company may very soon be enabled to raise sufficient capital to allow of works to be pushed with vigour.

6. As regards the Mutupet-Avadaiyarkovil line which is to be made by the Tanjore District Board from their own resources, and which admittedly will involve the Imperial Treasury in no responsiblity, I am instructed to suggest for the consideration of the Government of India that it would greatly facilitate progress if in such cases as this the Government of India could see their way to delegate to this Government full responsibility for alignment and design, and full power to sanction all expenditure. Should the Government of India not accept this suggestion, it may be that they would not object to a proposal that the line in question, and others which like it involve no imperial responsibility, should be constructed under the Tramways Act, the promoters, viz, the District Board, arranging with the neighbouring railway company to build it under this Government's supreme control. In the opinion of His Excellency the Governor in Council such decentralization would be most advantageous and would get rid of much of the delay and friction which are involved in a system admittedly necessary in the case of those larger schemes which involve imperial responsibility. The Indian Tramways Act was specially devised to relieve the Supreme Government from the obligation of exercising detailed engineering and financial control over what in many cases are railways in all but the name.

7. I am directed again to invite very special attention to all that this Government has already written about the necessity, for reasons of famine policy, that the Bezwada-Masulipatam line and the Kurnool branch which have been pressed for now for many years, should be put in hand without further delay on the metre gauge as part of the Southern Mahratta system. I am instructed respectfully to represent that very great weight is due to the deliberately expressed views of a Local Government in such a matter as the gauge of this branch. The question is of too serious a nature not to have been most carefully thought out with a view to the smooth and automatic movement of food-supplies during recurring famine years. This Government will be pleased to learn that the Southern Mahratta Railway Company are shortly to be enabled to construct these two important branches.

8. Of the remaining four lines in the list of railways arranged by the Consulting Engineer in preferential order but little can be said, because this Government is quite in the dark as to what is being done about the suggested Berhampur-Russelkonda branch of the East Coast Railway and about the Vizianagram-Raipur line. It is hoped that the former and smaller line may soon be constructed with the aid of an Imperial grant, and it is presumed that the Bengal-Nagpur Railway Company will sooner or later make the Vizianagram-Raipur line on terms similar to those arranged with them for their other extensions. This Government's Consulting Engineer advises that there is reason to think that proposals may shortly be made by the Madras Railway Company for the survey of that part of the Podanur-Dindigul line which serves tracts of country that trade with west coast ports, the gauge for the project being the metre gauge. The Nanjangod-Erode survey has been completed,

and the project and estimate may soon
Company.

9. His Excellency in Council desi
Government of India that no reply
Revenue Department letter No. 169 A
put forward, after mature deliberation.
which had been selected not only a
urgently needed for the purpose of ad
but also as being unlikely to be cons
It was recommended that part of th
Insurance" grant, say 10 lakhs per
the construction of these lines. A re
graph of the Hon'ble Sir A. Trevor's n
conference of 1898, where it is given
Committee of a representative of the
new famine lines had been brought f
lines in the Madras Presidency, whic
incomplete;" were it not for this refe
believe that the matter has attracted t
Works Department. The absence of
would be disposed to view with favou
lines, and to allot an annual grant fo
vented this Government from proposin
letter goes to press, however, your l
come to hand, allotting a grant for th
an application has come in from the
The remaining four will form feeders t
ment's Consulting Engineer has ad
suggest that the Agent for that Railwa
view of the great importance of this ga
tion point of view and of the probabi
working expenses in ordinary years,
is a good chance of the outlay on the
in the tracts to be served by more tha
than one occasion been spent in the fr
the lines, I am instructed to expres
see their way to meeting this Gove
small immediate grant for their su
construction when their project shal

10. The present seems a suitable
treated of in paragraph 3 of my last
4th May 1898—a subject fully deal
Government to the Government of
the 26th January 1899, viz., the desir
of the Podanur-Calicut section of
obstacles which now stand in the re
suitable network of railways for the
might be removed. Though no offi
Government of India has as yet bee
reason to believe that that decision
and that in rejecting the recomm
fluenced by a fear lest the policy
paid in 1907 for the Madras Railwa
to its own serious recommendation
much regret and as being likely to
tion in Southern India for many ye
when conveyed to it, and will ende
wishes.

× whose? For "their" read "the" apparently

9

11. Reading, however, between the lin
permitting of the construction of the northe
this Government understands that although,
ment of India intend to decline the Ma
their Podanur-Calicut section in return for
and working of the Dindigul and Mysore b
as the proper thing to do. His Excellenc
that this at least is the Government of Ind
version may be looked on as being likely
share. In this connection it naturally
intention not to increase the value of the
fear of having eventually to pay a higher
intention to depreciate the value of that p
its present market value may eventually be
rise in its value would be to allow the Sou
to Mysore City *via* Erode and Nanjangod an
Railway either to short-circuit the Madras
now travels *via* Bangalore and Jalarpet, or
pany to adopt rates lower than the other
which, under their contract, as this Governm
ing and which they can quite safely ado
Similarly, though in a lesser degree, to entr
Indian Railway Company would tend to
though not, probably, to reduce their pr
surplus profits, appears to be influenced rat
in general, than by fluctations in traffic ne

12. It was considerations such as thes
with the Madras Railway Company during
of their contract, while gaining at the sa
extension policy practically certain after
Indian Railway Company's system being
own, which induced this Government to
they have not been fortunate enough to
approval, yet contain within them the ger
future and would, if accepted, have remov
in the way of the proper development of
country south and west of the Mysore pla

13. This Government learns from it
Directors of the Madras Railway Company
of State, No. , dated March 1899
take over and work, on suitable terms, the
Peninsula Railway, on the conclusion of th
hence. This proposal has the strong sup
much satisfaction the substitution of one
forsee in the proposed arrangement the re
rates disputes between the Madras, Great
Railways. The proposal, if agreed to, oug
the Singareni coal trade, and to a cheapen
certain tracts of country by rendering it p
and His Highness the Nizam's Railway
out the interference of the Great Indian P
the Governor in Council ventures to hope
rejected by the Government of India on th
affect the price of Madras Railway Com
Madras Railway is to pay sufficient surpl
of its shares, it will have done so by goo
of such a measure as that now referred to.

14. In conclusion I am directed to explain
mary to do so in the annual conference letter, n
this letter which do not come strictly within t
in your circular letter No. 018 R.P., dated
deemed expedient to deal with those matters
may not come within the scope of the business
Government of India may have before them, in
Government's railway policy. That policy may

I. The evolution, so far as existing con
uniform meter gauge network of
following exceptions: (*a*) the Cal
the Madras-Bombay standard ga
Bangalore and Jalarpet-Pothanur
bility of the Erode-Podanur or
section being converted to metre g

II. The furnishing of this network of tr
aid of private enterprise or of Dist
important trading centres and food
shall have been brought within 2
water carriage, of a railway statio

Such being the design which he has in view
he desires steadily to aim, His Excellency the Go
his recommendations towards the attainment of
of the Government of India.

OOTACAMUND,
26th April 1899.

Exd. T. K. Narayana Aiyangar.

Very Urgent

Please send clean proof of letter and note, printed on both sides of paper.

Press. In every case print the heading of paragraphs in the note thus.

15. VI. Erode-Nanjangod, metre gauge, 113 miles —

or standard gauge

Uniform please in typography all through

JM

4/5/99

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No. ....

SUBJECT.

Railway Conference 1899.

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.

Comments on the Note.

1. Please see my Note in the margin of para. 8 of the Note.

2. The Note makes no mention of the [illegible] line. The Dewan of Mysore spoke to me about this on the 29th ult., and promised to see Mr. Spring and expound his views. This should be done before the Note goes to India. I believe in this line, if built cheaply.

Comments on the Draft Letter

1. The proposed matter in para 3 will probably be rejected. The Govt. of India wd. probably fear the danger of lines in which they are interested being short circuited. If Mr. Spring can add some assurance against this fear, I will not object to this para.

2. Para 7. I would omit the words underlined in red ink. I want the lines made, but I do not much care who makes them. The G. of I. knows all about the readiness of the S.M.R. to make the lines. As the para stands at present, it seems a bit dictatorial. 3.5

JM

6 PM 3/5/99

4/5/99

H.W. 4/5/99

R 4/5/99

The time has come for our annual railway letter to the Govt. of India. I am sorry that I have not the time [illegible], but I was delayed by inspection tours, the move to Ooty, &c. As usual I have drafted a Con. Engr's Note and on that Note I have based the draft of a letter. These I now submit to H.E. the Governor.

If H.E. would wish them to go on at once to Hon Members, they can be circulated. But perhaps H.E. would wish to alter the general sense of some parts of the letter, and if so, on receiving instructions I would get up a clean proof, altered in accordance with H.E.'s instructions for circulation to H.Ms.

I invite special attention to para 6 of the draft letter which proposes a new and I think a very wise departure from the usual practice. This has never before been discussed with H.E., and I

therefore bring it specially to notice.

The subject of the proposed Famine feeder lines is dealt with in para 9. I think that it would be wise, while Lord Curzon holds the P.W. Portfolio, as we know he is in favour of cheap light lines, to take the opportunity of bringing this Govt's views to his notice.

So much of last year's general Railway letter was taken up with this Govt's Metre gauge extension and conversion policy, that it seems proper to again refer to it this year. I have been careful not to appear to wish to reopen the question. But it seems to me to be so essential for the proper progress of all future railway extension in South India that it should at least be decided to do nothing to prevent the policy from being adopted in 1907, that I have thought it as well to emphasise our reasons for proposing it. This matter forms the subject of paragraphs 10-12.

I also invite H.E.'s special attention to para 13. The proposal if adopted (and I very much fear that it may not be adopted because it will give some extra trouble in the way of agreements &c.) will be very far reaching in its good effects.

I also ask H.E.'s attention to and orders about the new addition made to Para 14. I. In our last letter to the Govt. of India about the metre gauge policy we referred to the possibility of Imperial

3. I would omit paras. 10, 11 and 12. We have had our say on the subject, and it is decided against us. The repetition of our arguments seems to me not only useless, but a little contumacious.

4. I concur with para. 13.

5. I would omit the proposed addition in red ink to Para. 14 I. I look upon a broad gauge connection with Ceylon much as I should on a proposal for a railway to the moon.

6. Hon. Members should certainly see the papers.

A.T.H.

3.5.99

Passed on to H.E.'s. H.E.'s suggestions have been carried out. I am to see Col. Robertson in a day or two about the Mangalore Cochin line. We have talked about it, and I talked with the ... about it some months ago, but will make a point of seeing him again about it now.

FKS

4/5/99

I have nothing to add.
I have suggested one or two very trifling verbal alterations.

ACS 4.5.99.

Ditto H.W.S.
4-5-99

Form No. 14.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

C. No.

NOTE FOR

consideration necessitating a broad gauge connection with Ceylon. The hint that such a thing was being talked of at head quarters reached me casually. I think that the absence of all reference to such a possibility was being used in Calcutta as an argument to show that we did not know all the ins and outs of what we were talking about. I therefore took care to show in the last letter of the series on the subject of the gauge question, that this possibility had not escaped notice.

My reason for again referring to it is that I have got to know again that it is being talked of, for Mr. Moss has heard of it from Mr. Lightfoot the new Manager of the South Coast Ry., and Mr. Moss has been using it as an argument for proposing to make the Podanur-Dindigul line broad gauge, which I argue is utterly wrong because the greater part of the Pollachi, Udamalpet, Dharapuram country traversed by the western 3/4 ths of the projected Dindigul line wants to trade with the West Coast, and to form an integral part of our proposed new west coast system of metre lines.

Obviously the cheap thing to do, if ever broad gauge is for military reasons to extend to Paumben, is to reconvert back to broad gauge the South

Trichinopoly section, in fact to simply shift the rails back to their former position, for girders, bridges and everything else is broad gauge. Then from Trichinopoly down to Pamban through Pudukota and the Madura District, 120 miles of broad gauge line would complete the strategic connection with Ceylon.

FWS
7/5/99

H.E. I submit a final proof of the Conference letter for approval. I have tried in it to carry out H.E.'s and H.M's' wishes.

H.E. will be interested to read a D.O. letter, below, from Mr. Upcott, which is very satisfactory. I gather from this letter that the Govt. of India will make no difficulty in delegating to us the responsibility we ask for in para 6 of the letter under issue.

FWS
8/5/99

I think the Note and letter may pass now. I will not suggest any more alterations, as I know the matter presses.

I consider Mr. Upcott's letter (D.O.) most satisfactory. I should take full advantage of it. What we want is more

more railway building and less talking and writing.

AH
8.5.99

3/12 15 R
8/5/99
R 9.5.99 6 pm

Code Class DS

INDIAN TELEGRAPHS. Monthly Number 1524

To (Office) Ootacamund				From (Office) Simla
Words 17.5	Day 19	Hour 17	Minute 47	Official Instructions Defd

To (Person) Works Ry

From (Person) Works

678 R. Rapplaud (My letter numbered & dated as follows)
918 R.P. abnegate (1st March last)
please expedite reply

32 Word Form

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

[signature]
Telegraph Master.

G G P—No. 266 T—13 10 96—

OOTACAMUND 20-5-99

Reg 20/5/99

File. Letter No. 549 Ry dated 9th May 1899 (flag V.) was despatched to the Govt. of India on the 13th idem & crossed this telegram.

JH
for E.R.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Issue Slip
745
9/5/99

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

G.O., No. 578 Ry., 9th May 1899.

MAY.

Railway Conference of 1899

Ordered that the note by the Consulting Engineer for Railways, Madras, for the —, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Letter from the Government of India, dated 1st March 1899, No. 018 R.P.
Note by the Consulting Engineer for Railways, Madras, for the Railway Conference of 1899, dated 26th April 1899.

ORDER—No. 548 Ry., dated 9th May 1899.

The Government of India will be addressed.

[Here enter No. 549 Ry., dated 9th May 1899.]

(True Extract,)

FRANCIS J. E. SPRING,
Joint Secretary.

Exd. T. K. Narayana Aiyangar.

PUBLIC WORKS DEPARTMENT.

Despatched on 13/5/99

Railway.

LETTER—from

FRANCIS J. E. SPRING, ESQ., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

In your Circular letter, No. 018 R.P., dated the 1st March 1899, this Government was directed to submit proposals, before the 15th of May, for new lines not yet considered, as well as any further proposals, or fresh information, in connection with projects which have already been submitted for consideration at past conferences.

2. In reply I am directed to enclose a note by this Government's Consulting Engineer for Railways, reviewing the several projects which are of interest to this Presidency, and placing in an order of preference—an order approved by His Excellency the Governor in Council—those projects of whose inception within a reasonable period there would appear to be some prospect.

3. Although not in a position on the present occasion, in accordance with the request contained in your letter under reply, either to submit proposals for new lines, or to put forward further proposals or fresh information in connection with projects already considered at past conferences, His Excellency the Governor in Council considers this to be a suitable opportunity for addressing a general letter to the Government of India on the subject of Railways yet to be built, in which this Presidency is interested.

4. This Government has just received, with much satisfaction, the intimation conveyed in your telegram No. 740 R.C., dated the 24th April 1899, that funds to the extent of 10 lakhs have been allotted for the Madura-Pamban line and that work may go on. The survey is reported to be finished and it is expected that sufficient information may soon be laid before the Government of India to enable orders to be passed on the question of alignment. There is reason to believe that work on this line can be pushed at a faster rate than will be practicable if grants for the successive years are fixed as shown in the Hon'ble Sir A. Trevor's memorandum attached to the financial statement for 1899–1900, viz., 10, 10, and 22 lakhs; and it is hoped that, should this prove to be the case, the Government of India may see their way to enabling this important extension of the South Indian Railway to be opened at as early a date as possible.

5. The telegram above referred to contained also an intimation that work might be started on the Tinnevelly-Quilon line, and that 7 lakhs had been allotted for the purpose. An inspection of the Hon'ble Sir A. Trevor's memorandum just referred to would seem to show that inasmuch as the three successive years' grants therein entered, viz., 7, 8, and 10 lakhs, amount approximately to the estimated cost of the British section of the line, the Government of India's intention is to directly provide the capital for that section and to enable the South Indian Railway Company to raise for the Travancore section State Guaranteed debentures to be underwritten by the Durbar. For the cheap and speedy construction of the middle, or ghât, section it is most desirable that the British section and also the plains portion of the Travancore section should be pushed as rapidly as the provision of funds will allow of. There is reason to think that the three successive annual grants for the British section might with great advantage be differently proportioned, and this shall be reported on later on. As regards the plains portion of the Travancore section, I am to express the hope that the South Indian Railway Company may very soon be enabled to raise sufficient capital to allow of work being pushed with vigour.

6. As regards the Mutupet-Avadaiyarkovil line which is to be made by the Tanjore District Board from their own resources, and which admittedly will involve the Imperial Treasury in no responsiblity, I am instructed to suggest for the consideration of the Government of India that it would greatly facilitate progress if in such cases as this the Government of India could see their way to delegate to this Government full responsibility for minor details of alignment and for design, and full power to sanction all expenditure once the scheme and its alignment shall have been approved by the Government of India. Should the Government of India not accept this suggestion, it may be that they would not object to a proposal that the line in question, and others which like it involve no imperial responsibility, should be constructed under the Tramways Act, the promoters, viz., the District Board, arranging with the neighbouring railway company to build it under this Government's supreme control. In the opinion of His Excellency the Governor in Council such decentralization would be most advantageous and would get rid of much of the delay and friction which are involved in a system admittedly necessary in the case of those larger schemes which involve imperial responsibility. The Indian Tramways Act was specially devised to relieve the Supreme Government from the obligation of exercising detailed engineering and financial control over what in many cases are railways in all but the name; His Excellency in Council therefore thinks it not unlikely that once such a line as this had been sanctioned by the Government of India, even though it might not be proposed to make it under the Tramways Act, they would consent to entrust its entire control to this Government to whom the local authority looks for control and direction.

7. I am directed again to invite very special attention to all that this Government has already written about the necessity, for reasons of famine policy, that the Bezwada-Masulipatam and the Kurnool branches, which have been pressed for now for many years, should be put in hand without further delay on the metre gauge as part of the Southern Mahratta system. I am instructed respectfully to represent that very great weight is due to the deliberately expressed views of a Local Government in such a matter as the gauge of the former of the two branches. The question is of too serious a nature not to have been most carefully thought out with a view to the smooth and automatic movement of food-supplies during recurring famine years.

8. Of the remaining five lines in the list of railways arranged by the Consulting Engineer in preferential order but little can be said, because this Government is quite in the dark as to what is being done about the suggested Berhampur-Russelkonda branch of the East Coast Railway and about the Vizianagram-Raipur line. It is hoped that the former and smaller line may soon be constructed with the aid of an Imperial grant, and it is presumed that the Bengal-Nagpur Railway Company will sooner or later make the Vizianagram-Raipur line on terms similar to those arranged with them for their other extensions. This Government's Consulting Engineer advises that there is reason to think that proposals may shortly be made by the Madras Railway Company for the construction on the metre gauge of that part of the Podanur-Dindigul line which serves tracts of country that trade with west coast ports.

The Nanjangod-Erode survey has been completed, and the project and estimate may soon be expected from the South Indian Railway Company. This Government will be very pleased to learn that arrangements have been made with the Mysore Darbar for the construction of the Arsikeri-Mangalore line, on a gauge and at a cost commensurate with the work which it is likely to have to do.

9. His Excellency in Council desires to take this opportunity of reminding the Government of India that no reply has been received to this Government's Revenue Department letter No. 169 A, dated the 22nd March 1898, in which were put forward, after mature deliberation, six short lines of railway, on the 2-ft. gauge, which had been selected not only as being those which are considered to be most urgently needed for the purpose of admitting food into the centres of famine tracts, but also as being unlikely to be constructed by other agency than that of the State. It was recommended that part of this Presidency's reasonable share of the "Famine Insurance" grant, say 10 lakhs per annum for five or six years, should be allotted for the construction of these lines. A reference to them will be found in the first paragraph of the Hon'ble Sir A. Trevor's memorandum on the conclusions of the Railway conference of 1898, where it is given as a reason for the absence from that year's Committee of a representative of the Revenue and Agricultural Department, that no new famine lines had been brought forward "with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete;" were it not for this reference this Government would have no reason to believe that the matter has attracted the Government of India's attention in the Public Works Department. The absence of any intimation that the Government of India would be disposed to view with favour the construction of this group of light famine lines, and to allot an annual grant for their construction, is all that has hitherto prevented this Government from proposing to prepare regular projects for them. As this letter goes to press, however, your letter No. 630 R.C. of the 13th April 1899, has come to hand, allotting a grant for the survey of one of the lines, and simultaneously an application has come in from the Madras Railway Company to survey another. The remaining four will form feeders to the Southern Mahratta Railway; so this Government's Consulting Engineer has addressed the Consulting Engineer, Bombay, to suggest that the Agent for that Railway should apply for leave to survey them. In view of the great importance of this group of light railways from a famine administration point of view, and of the probability that they will considerably more than pay working expenses in ordinary years, and that owing to their extreme cheapness there is a good chance of the outlay on them being directly productive, and of the fact that in the tracts to be served by more than one of them more money has already on more than one occasion been spent in the form of famine relief than would have sufficed to build the lines, I am instructed to express the hope that the Government of India may see their way to meeting this Government's wishes to the extent of a promise of a small immediate grant for their survey, and of recurring annual grants for their construction when the projects shall have been matured and approved.

10. This Government learns from its Consulting Engineer that the Board of Directors of the Madras Railway Company have recently, in their letter to the Secretary of State, No. 9234, dated 10th March 1899, submitted an application to be allowed to take over and work, on suitable terms, the Raichur-Wadi section of the Great Indian Peninsula Railway, on the conclusion of that Company's contract period a few months hence. This proposal has the strong support of this Government who will view with much satisfaction the substitution of one important junction station for two, and who foresee in the proposed arrangement the removal of many difficulties connected with rates disputes between the Madras, Great Indian Peninsula, South Indian and Southern Mahratta Railways. The proposal, if agreed to, ought to lead to an important development of the Singareni coal trade, and to a cheapening of that coal to nascent industries in certain tracts of country, by rendering it possible for the managements of the Madras, and His Highness the Nizam's, Railway Companies to agree upon suitable rates without the interference of the Great Indian Peninsula Railway Company. His Excellency the Governor in Council ventures to hope that this important proposal will not be rejected by the Government of India on the grounds that, if agreed to, it may possibly

affect the price of Madras Railway Company's shares eight years hence. If the Madras Railway is to pay sufficient surplus profits before 1907 to affect the price of its shares, it will have done so by good management, and not by the adoption of such a measure as that now referred to.

11. In conclusion I am directed to explain that, because it has become customary to do so in the annual conference letter, many matters have been touched on in this letter which do not come strictly within the terms of the instructions contained in your circular letter No. 018 R.P., dated the 1st March 1899; yet it has been deemed expedient to deal with those matters in a general letter, even though they may not come within the scope of the business of the conference, in order that the Government of India may have before them, in one view, the general lines of this Government's railway policy. That policy may be briefly described as follows:—

I. The evolution, so far as existing conditions may permit, of a great and uniform meter gauge network of railways for Southern India with the following exceptions: (*a*) the Calcutta-Madras standard gauge road, (*b*) the Madras-Bombay standard gauge road, (*c*) the Arkonam-Jalarpet-Bangalore and Jalarpet-Podanur standard gauge roads (with the possibility of the Erode-Podanur section being converted to metre gauge).

II. The furnishing of this network of trunk lines with cheap feeders, with the aid of private enterprise or of District Boards or of State funds, until all important trading centres and food distribution centres in the Presidency shall have been brought within 25 miles carting, or its equivalent in water carriage, of a railway station.

Such being the design which he has in view and towards the furtherance of which he desires steadily to aim, His Excellency the Governor in Council ventures to hope that his recommendations towards the attainment of it may obtain the support of the Government of India.

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

Joint Secretary.

OOTACAMUND,
1st May 1899.

9th

o.c. dys 20/5/99

Despatched on 14/5/99

Ex. T. K. Narayana Aiyangar.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

Letter, No. 579 Ry., 9th May 1899.

MAY.

Railway Conference of 1899

Forwarding a note by the Consulting Engineer for Railways, Madras, for consideration at the —.

THE RAILWAY CONFERENCE OF 1899.

Note by the Consulting Engineer for Railways, Madras.

1. I am unable to report that very good progress has been made in railway matters in this Presidency during the year ending 31st March 1899. The southern 250-mile section of the East Coast Railway has been opened for traffic, and when the arrangements now being matured on paper for bringing that railway into the Madras Railway Company's Central station, and into touch with the South Indian Railway on the Madras Beach, shall have been brought to a practical issue, there will have been secured to the public a very distinct gain in facility of communication and transport. I do not think that development has been appreciably impeded by our failure—for I take it that we have failed—to gain the Government of India's acceptance, within the next few years, of our metre gauge conversion and extension policy for the Madras Railway. The only line whose progress might have been affected by these negociations is the Calicut-Cannanore; but judging from the state of progress of the work on its first 26 miles, and taking into account the immense improvements affected by more careful survey on its remaining 34 miles, I do not consider that progress has been in any way less active than if the gauge controversy had not arisen. Negociations for the remaining lines of the group concerned with this Government's metre gauge proposals are not in so forward a state as to have been affected one way or the other.

2. It is true that if we had permitted ourselves to drift on with the serious mistake of allowing the North Vaigai route to be accepted for the Madura-Pamban line, we might possibly before now have been placed in funds for its construction; but a permanent and baleful error in location would have been a heavy price to pay for securing the opening of the branch a few months sooner than we shall now secure its opening on the proper alignment. It is not easy to understand how it came to pass that the fact of our having suggested certain alterations in the Madura-Pamban route should have had the indirect result of the Secretary of State not being addressed until, apparently, January 1899 in regard to the Tinnevelly-Quilon project; for it was early in June 1898 that we told the Government of India that all difficulties about the latter project had been removed, route settled, and terms accepted by all concerned. As this goes to press I learn that sanction has been accorded to the commencement of work on both these important extensions, and that grants have been allotted to them.

3. To five more of the railways dealt with in the following notes it will be unnecessary for me again to refer, when I shall have explained that No. I, the *Calicut-Cannanore* is in full swing of construction; that II, the *Arcot-Ranipet* is open for traffic; that III, the *Madras Harbour* siding, and XIII the *Negapatam-Nagore* extension, are under construction; and that in anticipation of an issue of an order for its equipment with rails under the Tramways Act the Rajah of Parlakimedi has made good progress with the road which is to become the *Parlakimedi Tramway*, scheme No. XXI.

4. We have heard nothing lately about VIII, the Coonoor-Ootacamund extension of the *Nilgiri Railway*: the little *Salem branch*, VII, of the Madras Railway is to be surveyed very soon: it is believed, although no information in regard to their progress has been furnished to us by the Government of India, that the surveys of XIX, the *Berhampore-Russelkonda* branch, and of XX, the Vizianagram-Raipur line, are in progress: XV, the Mutupet-Avadyarcoil line is also in the survey stage, and when sanctioned the Tanjore District Board can raise capital and arrange to build it without responsibility to the Government of India. A member of the Firm of Promoters has gone to England to endeavour to launch XIV, the section of the Madura District Tramway Company's lines called the *Ammayanayakkanur-Kuruvanuth Tramway*. Little remains now to set IV, the *Shoranur-Cochin*, going except the general sanction of the Government of India, for the necessary funds will be provided by the Cochin State.

5. Of the remaining seven lines, XI, the *Trichinopoly-Tondi*, is temporarily shelved; XII, the *Trichinopoly-Tirukoilur* is not ready to go forward; and XVIII, the *Baliapatam-Mangalore*, has not been surveyed, though an application has been made that it be surveyed.

6. The four remaining schemes are V, the *Podanur-Dindigul*; VI, the *Nanjangod-Erode*; XVI, the *Kurnool branch*, and XVII, the *Bezwada-Masulipatam extension*.

7. Were I asked to place the various schemes in order of relative importance to the Presidency, with a view to arrangements being made for starting work on them, I should advise as follows. First omit from consideration the following seven schemes for the reasons given with each. IX, the *Madura-Pamban*, and X, the *Tinnevelly-Quilon*, which have just been arranged for; IV, the *Shoranur-Cochin*, because it is in a fair way of being started, without aid from the Government of India, whose general approval only is needed: VII, the short *Salem branch*, because it is yet unsurveyed: VIII, the Ootacamund extension of the *Nilgiri Railway*, because I understand that the Government of India have made a firm offer of terms and the Company are only watching for a favourable opportunity to go on the market: XI, the *Trichinopoly-Tondi*, because there is no urgency about it: XII, the *Trichinopoly-Tirukoilur*, because its project is not ready: XIV, the *Ammayanayakkanur-Kuruvanuth*, because all that can be done by us has now been done and we must await the promoters appeal to the public for money: XVIII, the *Baliapatam-Mangalore* because it is not yet been surveyed. The Mysore Darbar are believed to be again moving in regard to No. XXII, which would be a most useful line. The five schemes referred to in paragraph 3 may also be omitted from consideration because they are all well in hand or have been completed.

8. There now remain eight schemes which I would arrange in the following order:—

Order of preference.	No. in Note by Consulting Engineer.	Name of scheme.	Remarks.
1	XV	Mutapet-Avadyarcoil	Permission only wanted to begin work with the funds available. No responsibility falls on Government, and this Government can control details.
2	XVII	Bezwada-Masulipatam	Long pressed for, on account of this Government's Famine policy.
3	XVI	Kurnool road-Kurnool	It will open up a fine fertile district, and be a valuable feeder of the East Coast Railway.
4	XIX	Berhampore-Russelkonda ..	Badly wanted, at least the western three-fourths of it, as a feeder to the Madras Railway.
5	V	Podanur-Dindigul	This is so large a project that there is not much use in urgently pressing for it. Moreover it is bound to come in due course.
6	XX	Vizianagram-Raipur	This would be a most valuable feeder, and secondarily a useful link.
7	VI	Nanjangod-Erode	A most useful line which ought to pay.
8	XXII	Arsikeri-Mangalore	

9. I next proceed to describe the several projects in very much the same order as that in which I described them in the note for last year's conference, briefly narrating the progress of the negociations for each of them which have been made during the year.

10. I.—*Calicut-Cannanore Railway, standard gauge, 60 miles.*—In last year's memorandum I recorded that just at the close of 1897 permission was received from the Government of India for work to begin on the first 26 miles of this extension. Work was therefore put in hand and has made fair progress, about 80 per cent. of earth-work and 35 per cent. of culvert masonry having been finished and one major bridge started by the end of March 1899. Meanwhile improvements in the survey of the remainder of the line were being made. Plans and sections of miles 26 to 44 were sent up to the Government of India in August 1898, and of miles 44 to 60 in November 1898, and permission was asked for work to be allowed to go on. On February 3rd, 1899, the Government of India ordered that the acquisition of land might go on, and also the collection of materials, and so much of construction as would not prejudice the gauge question. On March 23rd, they telegraphed that construction might proceed throughout from Calicut to Baliapatam, mile 60, on the 5′ 6″ standard gauge, but economically, second-hand materials being used, with a view to conversion hereafter to the metre-gauge. In compliance with these orders, the line is being built with a formation width of 16′ 6″, the bed plates of culverts and bridges being made fit to carry broad gauge girders. The question of permanent way is now occupying the attention of the Madras Railway Company's Engineers, who report that there is

no second-hand material available. A report of my latest inspection of this extension will be found in Government Proceedings, No. 459 Ry., dated the 23rd April 1899.

11. II. *Arcot-Ranipet Railway, standard gauge, 4½ miles.*—This little branch of the Madras Railway has been completed, and was opened for traffic on the 17th April 1899. Its prospects of traffic are not as good as was expected, because the Ranipet Sugar Works have recently been partially shut down.

12. III. *Madras Harbour sidings, standard gauge, 1 mile.*—This temporary scheme for bringing passengers of the Madras and South Indian Railways to a joint platform opposite the City and Harbour of Madras was satisfactorily matured during the year, and is now in a fair way to completion. It seems not unlikely too that the great convenience of a transhipment of goods, notably coal and paddy, may also be arranged for.

13. IV. *Shoranur-Cochin Railway, Metre gauge, 64 miles.*—Negociations for starting work upon this important feeder to the Madras Railway seem now at last to be very close to maturity. His Highness the Rajah of Cochin has decided to provide the whole of the capital necessary to construct the 64 miles of line on the metre gauge at a cost roughly estimated at Rs. 50 lakhs. Improvements in the alignment are still going on, and it is intended that they should continue to go on even after construction is sanctioned. Permission has been received from the Government of India for the commencement of work on the first 30 miles. At a conference recently held at Cochin at which were present the Resident, the Diwan, and the Consulting Engineer, various matters were agreed to, and the Durbar will soon address Government with definite proposals. The question of payment of compensation on account of land to be acquired for the Cochin State Railway in the State of Travancore is under settlement in the Political Department. A report of my recent inspection of this line will be found with G.O., No. 496 Ry., dated the 28th April 1899.

14. V. *Podanur-Dindigul Railway, Metre gauge, 118 miles.*—Since the date of my memorandum for the 1898 conference, nothing has occurred in the history of this project. It forms an integral part of the metre gauge network of railways which this Government has strongly pressed on the Government of India as being necessary for the proper development of the trade of the parts of the Indian Peninsula lying south and west of the Mysore plateau. This Government holds the opinion that railway development in the tract in question is seriously hindered by the existence of a comparatively short piece of broad gauge railway between Podanur and Calicut, and that if this piece were converted to the metre gauge—a step to which its owners, the Madras Railway Company, have consented on certain conditions—railway development in several directions might receive an important impetus. A branch running south-eastwards from Podanur station of the Madras Railway through a large tract of fertile and prosperous trading country, past several large towns, towards Dindigul on the South Indian Railway, formed one of the metre gauge branches which this Government proposed to entrust to the Madras Railway Company during the last few years of its contract in return for its agreeing to immediately convert the Podanur-Calicut section. It is understood that proposals for constructing at least the Podanur end of this important feeder of the western section of the Madras Railway Company's South-West line, on the metre gauge (just as the Cochin feeder is to be on the metre gauge), may shortly be expected from the Company's Agent.

15. VI. *Erode-Nanjangod, Metre gauge, 115 miles.*—The survey of this line has been completed, and plans and sections, with preliminary estimates, may soon be expected from the South Indian Railway Company who have been making them. This, with the short extension from Nanjangod to Mysore, was one of the branches, forming part of the West Podanur metre gauge network, which this Government was anxious to see made over to the Madras Railway Company. It was considered that unless given this and the Podanur-Dindigul line the Company would be unlikely to consent to the conversion of the short section of their main line, between Podanur and Calicut, which stands so seriously in the way of the development of railways in the tracts south and west of the Mysore plateau on a gauge and at a cost commensurate with traffic requirements.

16. VII. *Salem-Shevaroys, 2′ 6″ gauge, 8 miles.*—In November 1898 the Government of India sanctioned a survey being made by the Madras Railway Company for a narrow 2′ 6″ or 2′ 0″ gauge branch line from Salem station to the foot of the

Yercaud ghât, a distance of 8 miles. I have recently proposed that to complete the project it might be as well to enquire into the prospects of an airway, from bottom of ghât to Yercaud, to be worked by the Madras Railway Company in connection with their branch line.

17. VIII. *Coonoor-Ootacamund (Nilgiri) Railway, Metre gauge, 11½ miles.*—The opening for public traffic of the Mettupalaiyam-Coonoor section, which it was hoped might be effected in November 1898, has not yet taken place, because the line was very much knocked to pieces by the north-west monsoon of 1898. It is now hoped that it will be ready for opening some time before the south-west monsoon of 1899, viz., early in June next. Arrangements have been made for its being worked by the Madras Railway Company. Nothing is known here about the progress of negociations with the Company for extending their railway from Coonoor to Ootacamund since the Secretary of State was addressed by the Government of India on the subject in July 1898. The latest estimate of the cost of the 11½-mile extension from Coonoor to Ootacamund is Rs. 19,19,000 including interest during construction. Government, however, will not be concerned in the cost of any part of the Nilgiri Railway for the guarantee of the extension will presumably be of the same nature as that for the Mettupalaiyam-Coonoor section, viz., a guarantee of gross receipts.

18. IX. *Madura-Pamban, Metre gauge, 100 miles.*—My note for last year's conference, on the subject of this important extension of the South Indian Railway, ended with the Board's acceptance of the condition that the Travancore branch and the Pamban branch must both, and not the better paying one only, be undertaken by the company. Between May and July 1898 much careful consideration was devoted to the question whether the route taken by the preliminary surveyors at the desire of this Government of a few years ago was the right route. Further inquiries were made and after a most careful weighing of all the evidence the conclusion was come to, a conclusion fully concurred in by the Member of His Excellency's Council who was responsible for the route previously taken, that it would be right to branch off from the south end of Madura station instead of forming a separate junction a mile or two north of it, and to follow what is known as the South Vaigai route, serving the Sivaganga Zamindari by a short branch line. The conclusion thus arrived at was conveyed to the Government of India in this Government's letter, No. 969 Ry., dated 28th July 1898, with a summary of the chief reasons which influenced this Government in its change of policy; but naturally, in such a letter, it was not possible to give a tithe of the evidence on which the conclusion had been based. In the same letter the Government of India were pressed to allow the projected extension to be financed as an integral part of the South Indian Railway. They were also begged to, if possible, allot a grant so as to allow of a commencement of work. It seemed not unreasonable to hope that a grant might be made, because not only had it been practically decided that Pamban must be connected with Madura, but also a considerable mileage of the original line remained unaltered, and the alteration proposed might well be looked on merely as a diversion scarcely necessitating the project being treated as an entirely new one.

This view of the matter, however, did not commend itself to the Government of India, who in their letter, No. 1356 R.C., dated the 17th September 1898, replied that, inasmuch as this Government had altered its views as to the proper route to be adopted, they would wait for new plans and estimates. They at the same time conveyed to us the welcome decision that the extension of the South Indian Railway to Pamban would be treated as an integral part of that system instead of so important a section of the through line of the future between India and Ceylon being made over to a branch line Company, thus accepting the strong recommendation made to them from time to time by this Government. Since that date a survey party has been organized, and the work of surveying and staking out the new alternative and the branch, and re-staking out the unaltered part of the alignment has been very nearly completed. The Government of India wired on December 19th to the effect that it is believed to be impossible to sanction work owing to the action of the Madras Government in suggesting an alternative route which has prevented the passing of orders and the sending of the project forward to the Secretary of State. They wired again on January 31st, 1899, to say that a despatch about the Madura-Pamban line had gone home.

Meanwhile, the Company's Agent reported that he could spend Rs. 40 lakhs in 1899–1900 if allowed to go ahead and to send home indents now, and in our letter to the Government of India, No. 293 Ry., dated 15th March 1899, we strongly urged that at least Rs. 20 lakhs should be allotted pending the receipt of formal sanction to the entire line after submission of complete plans and estimates on the new alignment. As regards the question of change of alignment this Government is in a position to weigh, and has weighed, the evidence in the most careful manner, and the matter is one of which they are in the best position to judge, especially as in the perfectly open level plain it is scarcely to be expected that comparative estimates will show much difference in cost of construction, even if the balance of traffic advantages were not, as they undoubtedly are, in favour of the alignment now proposed. As this goes to press I learn that a grant of ten lakhs has been allotted and that work may proceed.

19. X. *Travancore Branch of the South Indian Railway, Metre gauge, 103 miles.*—When my note for last year's conference was written, the position of affairs in regard to this important extension of the South Indian Railway Company's system was that the terms proposed by the Government of India for the guarantee, construction and working of the line had not yet been accepted by the South Indian Railway Company or by the Travancore Darbar. We were able, however, to inform the Government of India, in our letter No. 782 Ry., dated the 6th June 1898, that all difficulties had been cleared away. The following is a summary of the agreed terms:—

(*a*) That the South Indian Railway Company should be enabled to raise the whole of the money required for the construction of the entire line, at 2½ per cent. in sterling, under the guarantee of the Government of India.

(*b*) That the Travancore Darbar should underwrite that guarantee to the extent of the cost of the line in their own territory.

(*c*) That the South Indian Railway Company should work the line on completion as a portion of its existing system, at the same rate of working expenses to gross earnings as obtains on their whole line including this and all future branches; the cost of maintenance for two years after opening being debited to capital.

(*d*) That surplus profit should be divided, after deducting the share payable to the South Indian Railway Company, quoted at about one-sixth, between Government and the Darbar in proportion to the mileage in their respective territories.

In that letter this Government urged on the Government of India that such arrangement should be made as would allow the South Indian Railway Company to raise sufficient funds to allow of a vigorous start being made with the work of construction, and with the completion of the survey of the hill section, during the working season 1898–99.

Simultaneously with our informing the Government of India of the acceptance by the Darbar and by the Company of the terms proposed, we also informed them that this Government had accepted the Darbar's decision to adhere to the northern route which formed the basis of the preliminary survey and estimate of 1895. On our wiring to the Government of India on December 19th 1898 to suggest that a small grant might be spent with advantage before the close of the year on the Pamban and Travancore branches, they replied on the same date expressing the belief that it would be "impossible to sanction work owing to action of Madras Government in suggesting alternative routes which has prevented passing orders and sending project to Secretary of State." However they again wired on January 31st to say that a despatch about the two lines had gone home. I can only suppose that they considered the two schemes to be so linked together that they could not deal with that for the Travancore branch so long as there was any question about the best route for the Pamban branch. Meanwhile, though none of the grant of Rs. 15,000 which was allotted for the survey in 1898–99 was spent, preliminary arrangements have been made and an estimate for a complete new survey of the entire line has been sent up to the Government of India for sanction, amounting to Rs. 1,68,000, of which all except Rs. 36,000 is for the central 24 miles of heavy ghât section.

As this note goes to press I learn that a grant of 7 lakhs has been allotted and that work may proceed. Meanwhile, matters of alignment and grading are being carefully attended to on the lines of a note forwarded with the Government of India's letter No. 036 R.C., dated the 14th February 1899.

20. XI. *Trichinopoly-Pudukkottai-Thondi, Metre gauge, 86 miles.*—Although I noted last year that this project had been shelved, it came up again for consideration soon after, in the form of a proposal from the Agent, South Indian Railway Company, with reference to the probably disastrous effects to his company of the short-circuiting which will take place if ever the Tanjore District Board terminus at Avadyarcovil is connected up with the Madura-Pamban line near Manamadura. The Agent wished that some of these effects should be staved off by influencing, in advance, the direction to be taken by railways passing through the Pudukkottai State. Government, however, decided that railway schemes in the area in question, especially if like the Tanjore lines they are initiated by District Boards, must stand or fall on their merits as openers-up of the country, rather than according to whether they happen or not to short-circuit existing trunk lines.

21. XII. *Trichinopoly-Tirukkoyilur chord line, Metre gauge, 90 miles.*—The time is not yet considered ripe for presenting this scheme. Collectors, the South Indian Railway Company, and the Madras Chamber of Commerce were asked three months ago to express their several opinions in regard to it, but except that the Collector of Tanjore has replied that he can offer no useful remarks about it, and that the Chamber of Commerce have approved of it, no other replies have as yet been received.

22. XIII. *Negapatam-Nagore, Metre gauge, 4½ miles.*—This short extension of the South Indian Railway has been sanctioned and the work is well in hand. An effort is being made to co-ordinate it with the new pier which Government has decided to build at the port of Negapatam.

23. XIV. *Madura District Tramways, 2′ 6″ gauge, 93 miles.*—After long negociation between the several parties interested in the proposal of Messrs. Wilson & Co. of Madras to promote and make the Ammayanayakkanur-Kuruvanuth Tramway on the 2′ 6″ gauge, an Order under the Indian Tramways Act is now about to be published authorising the promoters to proceed with their enterprise. The following are the projected tramways:—

From Ammayanayakkanur station of the South Indian Railway to Kotagudi, the foot of the Kanan Devan Hills Produce Company's rope airway	about	55 miles.
With a branch from Periyakulam, mile 27, to Kistnamanaik's tope, at the foot of the hill road to Kodaikanal ...	about	5 „
From near Theni, mile 39, to Uttamapalaiyam	about	18 „
With power to extend at any future time from Uttamapalaiyam to Kuruvanuth, to the foot of the Periyar waterfall, and to the Madura District Frontier in the Periyar neighbourhood,	about	15 „
Total ...		93 miles.

A member of the firm of promoters has recently proceeded to England with a view to launching the project on the London market. There is every reason to hope that, provided only it is constructed on economical lines and that the fatal mistake is not made of engineering it from London and of overburdening it with English materials, it will be a very successful enterprise. India has nothing to learn from Europe about the building of efficient and economical light railways, but very much the reverse.

24. XV. *Mutupet-Avadaiyarcoil Railway, Metre gauge, 45 miles.*—This proposed extension of the Tanjore District Board's lines is still in the survey stage. It was hoped that work might have been begun on a nine mile section of it which had already been surveyed and estimated, because the money was available with the District Board, and no responsibility would fall on the Government of India. That Government, however, desired that surveys and estimates should be made for the whole 45 miles before work was begun on a part of it. It would be a very great advantage in many ways if the Government of India would only consent to divest themselves of all responsibility for the alignment, engineering and expenditure on this railway which involves them in no financial responsibility.

25. XVI. *Kurnool Branch, Metre gauge, 32 miles.*—No progress has been made during the year, so far as is known here, in the negociations for the construction of this much needed branch of the Southern Mahratta Railway, although it is understood that

it has been estimated that a light railway sufficiently good for all probable requirements might have been made for Rs. 25,000 per mile, with traffic prospects of Rs. 40 to Rs. 50 per week.

26. XVII. *Bezwada-Masulipatam, Metre gauge, 50 miles.*—So far as this Government is aware the scheme for extending the Southern Mahratta Railway into the heart of the Eastern Kistna delta is still in abeyance. It is understood that the Government of India are waiting to see what will be the tendency of the flow of traffic, now that through communication with Madras has been opened up. This Government's contention has always been that, even if the Madras merchants with their powers of organization should be the first to enter the delta, their profits are of not nearly so much importance in the interests of the Presidency in general as that the merchants of the famine tracts of Bellary and Kurnool should get in touch, during years of plenty, with the producers and merchants of the Kistna delta. Native petty grain merchants in this part of India are so constituted that, unless they are offered every possible facility of communication, famines will come round again and again before the grain has learnt how to flow spontaneously in the direction where Government desires it to flow. Government therefore wishes to extend the metre gauge Southern Mahratta Railway from Bezwada into the heart of the Eastern Kistna delta, in order that the Traffic officers of that railway may, in the interests of their line, endeavour in every way to foster a trade between the tracts of plenty and of scarcity. This view of the matter has been constantly urged on the Government of India since I think 1891.

27. XVIII. *Mangalore extension, Metre gauge, 100 miles.*—The Agent, Madras Railway Company, has recently been in correspondence with the Consulting Engineer for Railways about making a survey to Mangalore from Cannanore. The country wants opening up badly, but the metre gauge is amply good enough for the purpose; and yet it seems as if either the broad gauge must be adopted or the railway be left unmade, unless the Madras Railway Company's offer to convert their short section west of Podanur, and so complete a self contained metre system with West Coast ports for their trade outlet, is accepted, or until on the termination of that Company's agreement in 1907 Government is in a position to carry out the conversion. I understand that the Mysore Government are very anxious to reopen the question of communication between their plateau and the Port of Mangalore. I believe also that those interested will soon move in the matter of a light line to connect Tellicherry with Coorg.

28. XIX. *Berhampur-Russelkonda branch, 2′ 6″ gauge.*—As a preferable alternative to the proposed connection of Gopalpur port with the East Coast Railway by a branch railway, this Government, in June 1898, suggested to the Government of India that a feeder to the East Coast Railway on the 2 foot gauge from Russelkonda through Goomsoor and Aska to Berhampur would have many advantages. The Government of India therefore in November 1898 ordered the Manager of the East Coast Railway to have a survey and a careful traffic estimate made. Nothing further has been heard about the matter. A broad and fertile country would be tapped by the proposed line, and there seems to be a possibility of its being extended hereafter to join the Bengal-Nagpur Company's system in the Central Province.

29. XX. *Vizianagram-Raipur Railway, Metre gauge.*—Since the note for the Conference of 1898 was written we have heard nothing more about the progress of the survey for this proposed railway. It is a line which is bound to be made sooner or later, and I should suppose that it *will pay* to build it sooner rather than later. Doubtless the Bengal-Nagpur Railway Company will come to terms for it with the Secretary of State. That is why this Government would consent to Vizagapatam port, and not Khunda Road, being the point of contact of the Northern (or Calcutta-wards) and the Southern (or Madras-wards) Agencies for working the East Coast Railway. With such an arrangement nothing should prevent Vizagapatam being formed into an effective and important port.

30. XXI. *Parlakimedi Light Railway, 2′ 6″ gauge, 25 miles.*—While this Government has been maturing an Order under the Tramways Act and providing for objections advanced, and obtaining the Government of India's consent to allowing this line to be made, the Rajah of Parlakimedi has been quietly going on with the purchase of material and rolling-stock and the construction of the *road* part of his intended tramway. The Order will now at once be made absolute, and there ought to be very little delay in the completion of this interesting little line.

31. XXII. *Arsikeri-Mangalore.*—I learn that the Mysore Darbar are again moving in the matter of securing a connection with the port of Mangalore. My own idea of this line is that it ought to be designed very much as the Darjeeling-Hymalayan has been, with such curves and gradients as are imposed by considerations of the nature of the ground and of such cheapness as is compatible with effectiveness for the work to be done. The portion from Arsikeri to the head of the ghats being perhaps metre gauge and the western part the 2-ft. gauge. Such a line ought to pay directly, if properly designed. It would I imagine pay the Mysore Darbar indirectly even if it cost a considerable price to build it.

The Light Feeder Famine Railway Group.

32. The Government of India have never replied to a letter addressed to them by this Government in the Revenue Department, in which, after much weighing of evidence, a very deliberate selection was made of six short lines, varying from 16 to 45 miles in length, from railway stations to certain chief centres of distribution in famine districts. These six schemes were put forward for consideration with a request that so much of the Famine Insurance grant as might be considered to be this Presidency's due might be allotted at the rate of, perhaps, 10 lakhs per annum for five or six years, for expenditure on the construction of the chosen lines. The gauge selected was 2′ 0″, a gauge amply sufficing for all purposes for which the lines are required. It may be as well to take the present opportunity to again address the Government of India on the subject. As this goes to press however, I learn that they have sanctioned the survey of one of the lines, and simultaneously the Madras Railway Company's Agent has asked to be allowed to survey another. I have addressed the Consulting Engineer, Bombay, about inducing the Southern Mahratta Railway Company to survey the remaining four.

Figures in the Financial Statement for 1899–1900.

33. In paragraphs 28 and 30 of the Financial statement for 1899–1900, under the heading *Railway Construction*, I find that the Hon. the Financial Member contemplated allotting the following capital grants to railways in which this Presidency is directly interested, for expenditure during the current financial year :—

	Budget, 1899–1900.	Item.
Expenditure by State Agency—		
Open lines—	Rx.	
East Coast	40,000	(*a*)
Lines under construction—		
Bezwada-Madras	30,000	(*b*)
Godavari bridge	200,000	(*c*)
Expenditure by Agency of Companies—		
Open lines—		
South Indian	50,000	(*d*)
Lines under construction—		
Madura-Pamban	100,000	(*e*)
Tinnevelly-Quilon	70,000	(*f*)
Expenditure by old Guaranteed Companies—		
Open lines—		
Madras	60,000	(*g*)
Extensions—		
Calicut-Cannanore	200,400	(*h*)

With the administration of items (*a*), (*b*) and (*c*) this Government is not directly concerned. Items (*d*) and (*g*) represent merely the usual minor capital extensions of open lines of railway. The only items representing actual forward progress of construction of lines under our administration are those marked (*e*), (*f*) and (*h*), which show that it is intended to allot for expenditure during the current year 10 lakhs for the Madura-Pamban, 7 lakhs for the Tinnevelly-Quilon, and about 20 lakhs for the Calicut-Cannanore.

34. In his memorandum appended to the budget statement the Hon. the Public Works Member gave the following forecast of expenditure on railways in which we are interested, and which we administer.

Statement showing expenditure to be incurred on Railways to the end of 1901–1902.

Railway.	No.	Length miles.	Approximate cost, according to latest information. Rx.	Budget estimate for 1899–1900. Rx.	Forecast for 1900–1901 Rx.	Forecast for 1901–1902. Rx.
I. FROM IMPERIAL FUNDS.						
(ii) By Agency of Main Line Companies.						
Lines under construction.						
South Indian, Negapatam-Nagore Branch ..	27	5	23,900	17,500	..	..
Do. Madura-Pamben	28	102	4,59,000	1,00,000	1,00,000	2,20,000
Do. Tinnevelly-Quilon (British section)	29	45	2,50,000	70,000	80,000	1,00,000
III. OLD GUARANTEED COMPANIES' CAPITAL ACCOUNTS.						
Lines under construction.						
Madras Railway, Calicut-Cannanore branch ..	36	59	7,37,500	2,00,400	1,00,000	1,21,400
Coonoor-Ootacamund (Nilgiris)*	37	12	1,92,000	..	1,00,000	..

* I do not know why this item is so classified.

Statement showing Railways recommended since 1895–96, *for early construction*, outside the programme.

Railway.	Length miles	Approximate cost Rx.	Remarks.
II.—Through the Agency of Native States.			
(*c*) *New project put forward since* 1897–98, *and commenced or arranged for.*			
Tinnevelly-Quilon (Native State section) ..	58	7,66,200	Accepted for construction without a Government guarantee.
III.—By Railway Companies to which free land and minor concessions are given.			
Coonoor-Metupollium (Nilgiris)	17	3,55,000	Completed but damaged as it was about to be opened.

Statement showing Railways recommended since 1895–96, *for construction*, outside the programme.

Railway.	Length miles.	Approximate cost. Rx.	Remarks.
I. By Branch Line Companies.			
(*a*) *Lines included in the list of* 1897–98 *as under consideration.*			
Kurnool Road branch	36	1,20,000	Under consideration.
Coonoor-Ootacamund (Nilgiris)	12	1,92,000	Do.
Mutupet-Avadyarcoil	45	1,50,000	Construction by Tanjore District Board agreed to.
(*b*) *New projects since put forward or recommended.*			
Ammayanayakanur-Kuruvanuth	75	5,00,000	Negociations in progress (1).
Bezwada-Masulipatam	44	5,30,000	Under consideration.
II. By Native States.			
(*b*) *New project put forward or recommended.*			
Shoranur-Cochin	64	9,17,700	Under consideration by Travancore Darbar (2).
III. By Railway Companies to which free land and minor concessions are given.			
Lines included in the list of 1897–98 *as under consideration.*			
Vizianagram-Bimlipatam	15	93,900	Negociations in progress (3).

(1) Negociations have now culminated in an order under the Tramways Act.
(2) Ought to be "Cochin Darbar." Negociations now practically completed to build a metre line costing 50 lakhs.
(3) Concession ceases to be valid on 30th April 1899 unless by that time the scheme is floated.

Ootacamund,
1st May 1899.

Francis J. E. Spring,
Consulting Engineer for Railways, Madras.