Public Works (~~191~~ 1899) Department.

G.O. No. 878-79R

DATED 8-8-1899.

[Despatch Abstract.]

Indexed.

P. W. 2.
2,000—2-10-12.

BACK PAPERS.

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

1/ For orders if the papers regarding may go to Madras to be printed as Despatches to the Secy of State- usually issue in print.

Sd 7/8/99

Imprint

Typ

7/8

A.R. Please peruse this printed 1/8
month 2 sets papers complete

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G.O.	No.	Department.	Date.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honourable the Secretary of State for India.

No. $\frac{14}{878\ \text{Ry.}}$, dated 8th August 1899.

FORWARDING a copy of proceedings embodying a letter addressed to the Government of India on the proposal made by the Madras Railway Company's Board of Directors that the Raichur-Wadi section of the Great Indian Peninsula Railway should be made over to the Madras Railway on the approaching reconstitution of the Great Indian Peninsula Railway.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 878 Ry., 8th August 1899.

AUGUST.

Raichur-Wadi section of the Great Indian Peninsula Railway

Ordered that the Government of India be addressed on the proposal made by the Madras Railway Company's Board of Directors that the — should be made over to the Madras Railway on the approaching reconstitution of the Great Indian Peninsula Railway, and a copy of the proceedings ordered to be forwarded to the Secretary of State.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Extract para. 9 of Madras Railway Company's Board of Director's letter to their Agent, No. 993, dated 24th March 1899.

9. *Letter to Secretary of State* re *transfer of section of Great Indian Peninsula Railway to this Company in* 1900.—I am directed to forward herewith, for your information, copy of a letter No. 9234, dated 10th instant, addressed by the Board to the Under Secretary of State for India, in regard to the arrangement or redistribution of the several lines of railway in Southern India on the lapse of the present contract of the Great Indian Peninsula Railway Company in February 1900, and suggesting that the 67 miles section of that line from Raichur to Wadi junction should be transferred to this company.

Enclosure.

From—The Secretary, Madras Railway Company.
To—The Under Secretary of State for India, India Office.
Dated—London, E.C., 10th March 1899, No. 9234.

Various rumours are afloat with respect to the intentions of the Government in regard to the arrangement or redistribution of the several lines of railway in Southern India, on the lapse of the present contract of the Great Indian Peninsula Railway Company in February 1900.

The Board of the Madras Railway are desirous of submitting at once for the consideration of his Lordship the Secretary of State in Council, a proposition affecting the interests of the Madras Railway, and which, if carried out, would prove of great advantage both to the public and to the State. This is the transfer to the Madras Railway Company of the 67 miles section from Raichur, the present northern terminus of the Madras Railway, to Wadi, the junction with the Nizam's Guaranteed Railway Company's system, and the connecting station for the Hyderabad territory. The transfer of this short section would not affect prejudicially the interests of the future proprietors of the Great Indian Peninsula Railway, while, in the Board's opinion, it would be of great public advantage.

The transfer of this section to the Madras Railway Company would enable Singareni coal to flow, under all circumstances, in every direction, and supply a want which is greatly felt both on the Madras Railway and at the Mysore Gold Fields.

Secunderabad, it must be remembered, is essentially a Madras station, and direct intercourse would be of great advantage to both cities in many ways.

With the section to Wadi in the possession of the Madras Railway, engines could run through from Gooty to Hyderabad, instead of having to leave trains at Raichur, and it would facilitate the adoption by the Madras Railway of liberal through rates for the development of the coal and other traffic.

The Board of the Madras Railway respectfully submit this suggestion in the hope that it may assist his Lordship in Council in the decision of the general question at the proper time.

Extract para. 10 of Madras Government's letter No. 549 Ry., dated 9th May 1899.

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.

Order—No. 878 Ry., dated 8th August 1899.

The Government of India will be addressed.

2. A copy of these proceedings will be forwarded to the Secretary of State for India.

[Here enter No. 879 Ry., dated 8th August 1899.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

Exd. C. M. Thambusawmy.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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Francis J. E. Spring,
Joint Secretary.

Ed. C. M. Thambusawmy.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

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

Letter, No. 879 Ry., 8th August 1899.

AUGUST.

Raichur-Wadi Section of the Great Indian Peninsula Railway

Addressing the Government of India on the proposal made by the Madras Railway Company's Board of Directors that the — should be made over to the Madras Railway on the approaching reconstitution of the Great Indian Peninsula Railway.

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 paragraph 10 of this Government's Railway Conference letter No. 540 Ry., dated the 9th May 1899, support was accorded to a proposal emanating from the Madras Railway Company that, on the reconstitution a few months hence of the Great Indian Peninsula Railway Company, the Raichur-Wadi section of that Company's system should be made over to the Madras Railway Company.

2. In order to obviate any risk of so important a proposal escaping attention through having been embodied in a general letter dealing with numerous other matters, I am instructed to address you specially on the subject, emphasising the argument already put forward that the proposal, if accepted, will operate to the great advantage of trade, and especially of the Singareni coal trade, by ensuring that two, and not three, railway administrations shall intervene between the coal mines of Hyderabad and the consumers, or potential consumers, of coal south of Wadi.

3. This Government's Consulting Engineer advises that there is nothing in the proposed arrangement which would make the working conditions south of the junction less favourable than at present, for Madras Railway engines stabled at Gooty will make one run to Wadi and back, 134 miles. North of the junction, however, the Great Indian Peninsula engines are stabled at Shahabad, 6 miles from Wadi; so that unless some expense is incurred there will be a certain amount of light running. It seems worthy of consideration whether the problem might not best be solved by making Shahabad the tri-junction, and bringing the Nizam's Guaranteed State Railway to that place by a 5-mile diversion, or, as an alternative, giving the Nizam's Guaranteed State Railway running powers between Wadi and Shahabad junction.

4. In the opinion of His Excellency the Governor in Council the existence of two junctions at Raichur and Wadi, with an intervening Company whose interests are to drag traffic Bombay-wards, instead of one tri-junction at Wadi or Shahabad, with entire freedom to Hyderabad traffic to flow in either direction from that point, must necessarily operate in restraint of trade. The proposal now under consideration will, if adopted, remove the disability referred to, and will confer a distinct benefit on cotton and other industries in the North-western parts of this Presidency, lubricating, as it were, the wheels of trade. The Consulting Engineer advises that a Hyderabad merchant who does a very extensive business has expressed himself in conversation most strongly to this effect.

5. It needs but little consideration to show that the proposed measure cannot in any way operate to the disadvantage of such interests as Bombay may have in the Hyderabad trade. Bombay traders' interest in traffic originating between Raichur and Wadi will however be subjected to so much of disadvantage as lies in the chances of the Madras Railway Company quoting more favourable rates southwards than northwards. Should an analysis of the traffic statistics of the Great Indian Peninsula Railway show that the traffic originating between Raichur and the tri-junction and flowing Bombay-wards is of sufficient importance to need special protection, it could easily be arranged in the new working agreement that certain maximum rates shall be applied on that section to the one or two items (*e.g.*, cotton?) of sufficient importance to warrant special protection being accorded to Bombay's interest in them. It may on the other hand be considered, should the matter be viewed from a more liberal standpoint, that it is scarcely possible to bring into existence any new railway extension or to alter any existing conditions in the neighbourhood of a great trafficshed, without in one way or another affecting some trade interests; and that if special measures had in all cases to be taken for the safeguarding of individual interests by the insertion of special clauses in railway working agreements, the central administrative machine would soon be overburdened. His Excellency in Council is therefore of opinion that Government will have sufficiently performed its duty in the matter if it merely removes the present disability by establishing Wadi, or by preference Shahabad, as the junction for the three Railway Companies' systems.

6. It suggests itself that the terms of agreement with the Madras Railway Company for working the 73 mile Raichur-Shahabad section need differ so slightly, if at all, from those considered appropriate for their working the Madras-Vizagapatam section, that one agreement, or possibly two similarly worded agreements, might be made to serve for both cases. Both agreements would of course only have currency up to the termination of the Madras Railway Company's existing contract.

7. If not now availed of, the opportunity of remedying the disability under which trade between this Presidency and Hyderabad suffers may never recur. The Secretary of State is under no obligation to the future Great Indian Peninsula Working Company which has not yet come into existence, so that there is no question of injustice to that Company or of undue consideration for the Madras Railway Company. I am therefore directed to express this Government's very strong support of the proposals contained in the Madras Railway Company's letter to the Under Secretary of State for India No. 9234, dated the 10th March 1899. I am to add that as it is understood that but little time remains for negociations concerning the future of the Great Indian Peninsula Railway, a copy of this letter has been forwarded, without comment, to the Right Honourable the Secretary of State for India.

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

FRANCIS J. E. SPRING,
Joint Secretary.

OOTACAMUND,
8th August 1899.

Exd. P. Seetharam.

No. $\frac{14}{878\ \text{Rr.}}$, 8th August 1899.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

We have the honour to forward, herewith, a copy of our Proceedings embodying a letter which we have addressed to the Secretary to the Government of India, Public Works Department, on the proposal made by the Madras Railway Company's Board of Directors that the Raichur-Wadi section of the Great Indian Peninsula Railway should be made over to the Madras Railway on the approaching reconstitution of the Great Indian Peninsula Railway Company.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.
(„) A. T. ARUNDEL.
(„) H. M. WINTERBOTHAM.

Ootacamund,
8th August 1899.

No. 9,234.

MADRAS RAILWAY COMPANY,

61, NEW BROAD STREET,

LONDON, E.C., *10th March 1899.*

SIR,

Various rumours are afloat with respect to the intentions of the Government in regard to the arrangement or redistribution of the several lines of Railway in Southern India, on the lapse of the present contract of the Great Indian Peninsula Railway Company in February 1900.

The Board of the Madras Railway are desirous of submitting at once, for the consideration of his Lordship the Secretary of State in Council, a proposition affecting the interests of the Madras Railway, and which, if carried out, would prove of great advantage both to the public and to the State. This is the transfer to the Madras Railway Company of the 67 miles section from Raichur, the present northern terminus of the Madras Railway, to Wadi, the junction with the Nizam's Guaranteed Railway Company's system, and the connecting station for the Hyderabad territory. The transfer of this short section would not affect prejudicially the interests of the future proprietors of the Great Indian Peninsula Railway, while, in the Board's opinion, it would be of great public advantage.

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The Board of the Madras Railway respectfully submit this suggestion in the hope that it may assist his Lordship in Council in the decision of the general question at the proper time.

I have the honour to be, Sir,

Your obedient Servant,

(Sd.) Julian Byrne

Secretary.

To THE UNDER SECRETARY OF STATE FOR INDIA,

India Office, Whitehall,

S.W.

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MADRAS RAILWAY COMPANY,
61 NEW BROAD STREET,
LONDON, E.C., *24th March 1899.*

No. 993.

SIR,

Receipt of letters.

I am directed by the Board to acknowledge the receipt of your letters Nos. 2,400 and 2,401, with their enclosures.

Receipt of telegrams.

2. I have also to acknowledge the receipt of your two code telegrams, dated respectively 6th and 14th inst., as follow:—

"Send out by the earliest opportunity Wilkinson or Wallington."

"Send out by the earliest opportunity Engine Tyres Indent eight two six."

Telegram sent advising Wallington's return.

3. With reference to the first of the above-mentioned telegrams, I wired to you on the 16th inst. as follows:—

"Wallington leaves thirtieth";

and I have now to inform you that he will join at Marseilles the P. & O. Steamer "Peninsular," which leaves London on the above-mentioned date. The Board have made him an advance of £30, which sum you will please recover and remit to this office. It is hoped that it may be found convenient to allow Mr. Wallington to take the balance of the furlough due to him at an early date.

Engine Tyres of Indent 826 to be ready for testing in a few days.

4. The Board have been in communication with the Contractors for the Engine Tyres of Indent 826, who state in a letter, dated 15th inst., that the Tyres are well in hand, and that they expect to place a good portion of them before the Inspector for testing in the course of a few days.

Adjustment *re* certain stores for Arcot-Ranipet Branch.

5. Adverting to para. 7 of 2,409, I beg to inform you that the adjustment in regard to certain stores shipped by the s.s. "Steinberger" for the Arcot-Ranipet Branch, but which will be used on the main line, will be duly made, as desired by the Government Examiner.

Memo. of subscription of Home Staff to Provident Institution.

6. With reference to para. 3 of 998, I enclose a memorandum shewing the subscriptions of the Home Staff to the Provident Institution from the 1st inst.

Mr. Thompson's Travelling and Hotel Expenses *re* Nilgiri Railway Company.

7. The copy of the correspondence received with your letter of the 23rd ultimo was duly submitted to the Nilgiri Railway Company for an expression of their views as to what carriage (tonga) and hotel allowances should be granted to Mr. Thompson during the time he is engaged in the reconstruction of the Nilgiri line, and a letter has been received from the Secretary of that Company stating that his Board do not wish Mr. Thompson to be out of pocket. Both Boards are willing that the question should be left in your hands, to be settled in communication with the Government Consulting Engineer on a fair and satisfactory basis.

Retirement of Officers after furlough.

8. I have submitted to the Board the copy of G.O. 1,493 Ry., dated 3rd December 1898, received with your No. 2,398 and referred to in para. 8, in which the sanction of the Government of India is recorded to the proposal to allow Mr. F. G. Lynde, Resident Engineer, Bombay Baroda and Central India Railway, to retire from the service of that Company on the expiration of his furlough, without requiring him to refund his leave allowances, and in which it is added that all future cases of this kind which may have been approved by the Board of the above-named Company may be dealt with by the Government of Bombay without reference to the Government of India.

To THE AGENT AND MANAGER,
Madras Railway,
Madras.

In reply to the question raised by the Chief Auditor, I am to inform you that the Board are of opinion that a similar ruling to the above may, subject to the necessary sanction, be applied to this Company in the case of officers of 10 years' service and upwards. For officers of shorter service you should, in each case, apply for the orders of the Board. As a rule, an officer desirous of retiring after the expiry of the furlough due to him, should declare his intention to that effect, so that all matters connected with his work may be adjusted previous to his departure from Madras.

Letter to Secretary of State *re* transfer of section of G. I. P. Railway to this Company in 1900.

9. I am directed to forward herewith for your information copy of a letter, No. 9,234, dated 10th inst., addressed by the Board to the Under-Secretary of State for India, in regard to the arrangement or redistribution of the several lines of railway in Southern India on the lapse of the present Contract of the Great Indian Peninsula Railway Company in February 1900, and suggesting that the 67 miles section of that line from Raichur to Wadi Junction should be transferred to this Company.

Re Oil Tank Wagons for Messrs. Best and Co.

10. With regard to the additional oil tank wagons which you state in para. 13 of 2,400 are being constructed for Messrs. Best & Co., and to the agreement being entered into with them, one of the terms of which provides for a minimum mileage of 6,000 miles per annum for each wagon, I am to state that the Board agree with you in thinking that Messrs. Best & Co.'s request to be relieved of mileage while the wagons are [illegible] works, &c., is a reasonable one, and may be allowed.

Mr. Stoney's new agreement.

11. The Board regret [illegible] from para. 11 of No. 2,400 that their orders in letter No. 724 of March [illegible] were not communicated to Mr. Stoney by the then Chief Engineer, to whom they were circulated by the Agent and Manager. This completely exonerates Mr. Stoney from any intentional disregard of the wishes of the Board, of whom he has been a very able and valued employé for so many years.

They trust that he will now be in a position to explain to Messrs. Saxby and Farmer, and others, the mistake that has been made, and will obtain their assent to modify the licenses granted by him, so as to reserve the permanent claim of the Madras Railway to the unrestricted use of his inventions specified therein.

Since the above was written a letter was addressed to Messrs. Saxby and Farmer, requesting to be informed when it was that Mr. Stoney granted them a license for the use of his several inventions, and instead of sending a written reply their Managing Director called here to-day, bringing with him the license, dated September 1894. From the clause which he read it is clear that this Company's interests have been fully protected, and that they can manufacture for their own use all the inventions therein specified, so long as the patents remain in force, without having to pay Messrs. Saxby & Farmer any Royalty whatever. This was admitted by their Managing Director. I send herewith copy of the letter from Messrs. Saxby & Farmer, dated 25th inst., embodying the clause above referred to. This closes the discussion with Mr. Stoney in regard to his acceptance of the agreement as drafted by the Board.

Failure of Hydraulic system of interlocking at Nagari.

12. An extract from your letter No. 2,400 (para. 12), with the several enclosures therein referred to, in regard to the hydraulic installation at Nagari, reported to be practically useless, was duly forwarded to the Consulting Engineer, who has been in communication with Messrs. Saxby & Farmer on

the subject. The Board learn from Mr. Hawkshaw that Messrs. Saxby and Farmer wish to send one of their skilled mechanics, who is now in Calcutta, to see the apparatus and report to them as to the alleged failure in its working, which he thinks they should be allowed to do, and he will report thereon after hearing from them again.

Re competitive rates

13. The Board much regret to learn that the position, in respect to the settlement of the question of competitive rates, does not improve, and that the Madras Railway is now suffering from the combination of the Southern Mahratta and South Indian Railways in the manipulation of the rates, and by the apparently illegal action of the Southern Mahratta Railway in refusing to book goods as consigned.

The Traffic Manager in his letter to you of the 2nd March, submits several instances of the alleged illegality, and of the consignment of goods to Madras by both those Railways—the Southern Mahratta and the South Indian—at rates much below those which have been notified by the Railway owning the shortest route.

These are more recent breaches of the Conference Rules than those which are discussed in the Minutes of the Meeting held in your office on the 20th February last.

The combined action of the two metre gauge lines has now become so serious that the Board must desire that you will, without delay, move the Government of Madras to report this breach of the Conference Rules to the Government of Bombay, as controlling the rates and fares on the Guntakal-Dharmavarum section, and also to submit the question for the decision of the Government of India, forwarding to them copies of all the documents which have been recorded and quoted.

In representing this matter to Government, the Board desire you to urge in the strongest terms the necessity for an expeditious and authoritative decision in questions of this nature which may arise between Railway administrations. This Company, like many others, has accepted the decisions of the Railway Traffic Conference as expressed in the Rules published under the authority of the Government of India, and they consider that just as they hold themselves bound to adhere to those Rules until they are revised by proper authority, so they should have a prompt remedy against a breach of those Rules when committed by neighbouring Railway administrations to the detriment of the traffic of this Company.

Leave Rules for Subordinates.

14. Adverting to para. 7 of No. 2,398 submitting, with reference to previous correspondence, a proof of the revised Leave Rules for Subordinates, compiled by a Committee of Officers in Madras, I am to inform you that after consideration of the same, together with the rules of the Burma Railways, the Directors drew up a fresh set of Rules which were approved by the Board at their meeting this day. I send herewith 25 copies of these revised Rules which may be issued to the several Departments after they have been sanctioned by Government.

I am, Sir.

Your obedient Servant,

(Sd.) Julian Byrne

Secretary.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

page 3

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.

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 arrang 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.

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	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	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.

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*.

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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.

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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.

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No.....

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE MR. ARUNDEL C.S.I.
THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

Transfer to the Madras Ry Co of the Raichur-Wadi section of the G. I. P. Ry. on the reconstitution of the Cotterline.

FOR ORDERS.

The letter to the Government of India which I have drafted for His Excellency's approval contains nothing not already approved of in Council.

From conversation with Mr. Moss about his interviews with people in Simla I am led to think that such a letter will be effective if we send it now.

I hear that the India Office strongly supports the proposal. But one never knows what influence may be operative in London. General Sir W.S.Bissett R.E., at the India Office used to be very strongly influenced by Colonel Gracey R.E., when both were in Simla, and the latter is now a Director of one or two of the great Railway Companies, and if he can possibly do so he will retaliate for our recent checkmating of Mr. Wynne's attempt to get into Madras, (for Mr. Moss learns that we shall hear nothing from Simla of that attempt).

I want to stiffen Sir W. Bissett's backbone now by sending this special letter

Form No 10.
A.

No. 879 Ry 4P

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

SIMLA.

Ootacamund, the 8/8/99

Sir,

In para 10 of this Government's Railway Conference letter No. 540 Ry., dated the 9th May 1899, support was accorded to a proposal emanating from the Madras Railway Company that on the reconstitution a few months hence of the Great Indian Peninsula Railway Company, the Raichur-Wadi Section of that Company's system should be made over to the Madras Railway Company.

2. In order to obviate any risk of so important a proposal escaping attention through ~~being~~ having been embodied in a general letter dealing with numerous other matters, I am instructed to address you specially on the subject, emphasising the argument already put forward that the proposal if accepted will operate to the great advantage of trade, and especially of the Singareni coal trade, by ensuring that two, and not three, railway administrations shall intervene between the coal mines of Hyderabad and the consumers or potential consumers of coal south of Wadi.

3.

working the Madras–Vizagapatam Section, that one agreement, or possibly two similarly worded agreements, might be made to serve for both cases. Both agreements would of course only have currency up to the termination of the Madras Railway Company's existing Contract.

7. If not now availed of, the opportunity of remedying the disability under which trade suffers between this Presidency and Hyderabad may never recur. The Secretary of State is under no obligation to the future Great Indian Peninsula Working Company which has not yet come into existence, so that there is no question of injustice to that Company or of undue ~~benevolence to~~ consideration for the Madras Railway Company. I am therefore directed to express this Government's very strong support of the proposals contained in the Madras Railway Company's letter to the Under Secretary of State for India No. 9234, dated the 10th March 1899. I am to add that as it is understood that but little time remains for negotiation concerning the future of the G.I.P.Ry. a copy of this letter has been forwarded, without enclosure, to the Secretary of State for India.

I

J Rs.
3/8/99

R.

F.H
4.8.99

with F. 878 R.
dc dys 25/8/99.

Despatched on 7/8/99

Documents accompanying.
—Nil—

No. 14
878 Ry dated 8/8/99

6 P

PUBLIC WORKS DEPARTMENT.

Letter—to

5.8.99

The Right Honourable the SECRETARY of STATE for INDIA.

5-8-99

My Lord,

We have the honour to forward, herewith, a copy of our Proceedings embodying a letter which we have addressed to the Secretary to the Government of India, Public Works Department, on the proposal made by the Madras Railway Company's Board of Directors that the Raichur-Wadi Section of the G.I.P.Ry should be made over to the M.M. Ry ~~their Company~~ on the approaching reconstitution of the Great Indian Peninsula Railway Company. ~~in February 1900 when its present contract will lapse.~~

J Rs
3/7/99

Despatched on 17/8/99

to the Government of India. Colonel Gardiner will I know support it, and will be glad to receive it.

I think that the present is pre-eminently an occasion for sending a copy of this Govern-ment's Proceedings, without comment, to the Secretary of State. The time is very limited before the reconstitution of the Great Indian Peninsula Railway, and we never know how fast the Secretary of State may be moving; especially if, (assuming that he is either now interested or will almost certainly soon be interested, as being a very able man he probably will be in the Great Indian Peninsula Railway,) Colonel Gracey is bringing his extremely strong will to bear on Colonel Sir W. Bissett at the India Office.

R.
3/8/99

Under the circumstances, I think a copy, without comment should go to the Sec. of State.
A.46
4.8.99

Form No. 10.

Form No. 1-A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

M

Para 9 of Madras Railway Company's Board of Director's letter to their Agent, No. 993, dated the 24th March 1899.

P

Para 10 of this Government's letter to the Government of India, No. 549 Ry., dated the 9th May 1899.

ORDER.

No. 878 Ry dated 8/8/99

The Government of India, will be addressed.

2. A copy of these Proceedings will be forwarded to the Secretary of State for India.

R.
3/8/99

MD 5/8/99

HS 5-8-99

Form No. 10. A.

No. 879 Ry

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

SIMLA.

Dated Madras, the 8/8/99

Sir,

In para 10 of this Government's Railway Conference letter No. 540 Ry., dated the 9th May 1899, support was accorded to a proposal emanating from the Madras Railway Company that on the reconstitution a few months hence of the Great Indian Peninsula Railway Company, the Raichur-Wadi Section of that Company's system should be made over to the Madras Railway Company.

2. In order to obviate any risk of so important a proposal escaping attention through ~~being~~ having been embodied in a general letter dealing with numerous other matters, I am instructed to address you specially on the subject, emphasising the argument already put forward that the proposal if accepted will operate to the great advantage of trade, and especially of the Singareni coal trade, by ensuring that two, and not three, railway administrations shall intervene between the coal mines of Hyderabad and the consumers, or potential consumers, of coal south of Wadi.

3.

Form No. 10.
A.

No. 879 Ry

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

SIMLA.

Ootacamund, the 8/8/99

Sir,

In para 10 of this Government's Railway Conference letter No. 540 Ry., dated the 9th May 1899, support was accorded to a proposal emanating from the Madras Railway Company that on the reconstitution a few months hence of the Great Indian Peninsula Railway Company, the Raichur-Wadi Section of that Company's system should be made over to the Madras Railway Company.

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3.

3. This Government's Consulting Engineer advises that there is nothing in the proposed arrangement which would make the working conditions south of the junction less favourable than at present, for Madras Railway engines stabled at Gooty will make one run to Wadi and back, 134 miles, North of the junction between the Great Indian Peninsula engines are stabled at Shahabad 6 miles from Wadi; as that involves some expense it seems worthy of consideration whether the problem might not best be solved by making certain amount of light running. Shahabad the tri-junction and bringing the N.G.S.Ry to that place by a 5 mile diversion, or, as an alternative, giving the N.G.S.R. running powers between Wadi and Shahabad junction.

4. In the opinion of His Excellency the Governor in Council the existence of two junctions at Raichur and Wadi, with an intervening Company whose interests are to drag traffic Bombay-wards, instead of one tri-junction at Wadi or Shahabad, with entire freedom to Hyderabad traffic to flow in either direction from that point, must necessarily operate in restraint of trade. The proposal now under consideration will, if adopted, remove the disability referred to, and will confer a distinct benefit on cotton and other industries in the N. W. parts of this Presidency, lubricating, as it were, the wheels of trade. The Consulting Engineer advises that a Hyderabad merchant who does a very extensive business has expressed himself in conversation most strongly to this effect.

5. It needs but little consideration to show that the proposed measure cannot in any way operate to the disadvantage of such interests as Bombay may have in the Hyderabad trade. Bombay traders' interest in traffic originating between Raichur and Wadi will however be subjected to so much of disadvantage as lies in the chances of the Madras Railway Company quoting more favourable rates southwards than northwards. Should an analysis of the traffic statistics of the Great Indian Peninsula Railway show that the traffic originating between Raichur and the tri-junction and flowing Bombay-wards is of sufficient importance to need special protection, it could easily be arranged in the new working agreement that certain maximum rates shall be applied on that section to the one or two items (e.g., cotton ?) of sufficient importance to warrant special protection being accorded to Bombay's interest in them. It may on the other hand be considered, should the matter be viewed from a more liberal standpoint, that it is scarcely possible to bring into existence any new railway extension or to alter any existing conditions in the neighbourhood of a great traffic-shed, without in one way or another affecting some trade interests; and that if special measures had in all cases to be taken for the safeguarding of individual interests by the insertion of special clauses in railway working agreements, the central administrative machine would soon be overburdened. His Excellency in Council is therefore of opinion that Government will have sufficiently performed its duty in the matter if it merely removes the present disability by establishing Wadi, or by preference Shahabad, as the junction for the three railway Companies' systems.

(maximum is an objective here)

6. It suggests itself that the terms of agreement with the Madras Railway Company for working the 73 ~~67~~ mile Raichur-Shahabad Section need differ so slightly, if at all, from those considered appropriate for their

working the Madras-Vizagapatam Section, that one agreement, or possibly two similarly worded agreements, might be made to serve for both cases. Both agreements would of course only have currency up to the termination of the Madras Railway Company's existing Contract.

7. If not now availed of, the opportunity of remedying the disability under which trade suffers between this Presidency and Hyderabad may never recur. The Secretary of State is under no obligation to the future Great Indian Peninsula Working Company which has not yet come into existence, so that there is no question of injustice to that Company or of undue ~~benevolence to~~ consideration for the Madras Railway Company. I am therefore directed to express this Government's very strong support of the proposals contained in the Madras Railway Company's letter to the Under Secretary of State for India No. 9234, dated the 10th March 1899. I am to add that as it is understood that but little time remains for negotiation concerning the future of the G.I.P.Ry. a copy of this letter has been forwarded, without enclosure, to the B.H. & Engr. to Govt. of India.

I have the honour to be,
My Lord,
Your Lordship's most obedient servant,
R.

3/8/99

Despatched on 4/8/99

Documents accompanying.
-Nil-

No. 14 878 Ry dated 8/8/99

PUBLIC WORKS DEPARTMENT.

Letter--to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

We have the honour to forward, herewith, a copy of our Proceedings embodying a letter which we have addressed to the Secretary to the Government of India, Public Works Department, on the proposal made by the Madras Railway Company's Board of Directors that the Raichur-Wadi Section should be made over to ~~that Company~~ the G.I.P.Ry. on the approaching reconstitution of the Great Indian Peninsula Railway Company. ~~in February 1900 when its present contract will lapse.~~

3/7/99

Despatched on 17/8/99