M.R.O. 1—20,002—12-8-65.

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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	494	Press
B.P. No.		Mis.

Dated 11-3-1875 196 .

Not to be folded or roughly handled

No. 240. Read the following Proceedin
Public Works Department, (Railw
1875, No. 292 R.:—

Proposed Railway from B

Read again—

Public Works Department Resolution No. 23
ment of Madras.

From Madras Government, No. 1,493 of 5th

From Secretary of State, No. 93 of 10th July

To ,, of ,, ,, 150 Railway of
ment, No. 1,398 C.—R of same date.

Public Works Department Resolution No. 2, I
of Madras.

Read also—

From the Secretary of State for India, t
December 1873

HEREWITH is transmitted for your Ex

* Dated 30th November 1874.

detached portions of French territory o
Pondicherry, together with the two plans

2. I shall be glad to be placed
Excellency's views on the several point
will be seen, include the question of allow
Governments equal rights and immuniti
providing the whole line with a continuit

From J. M. R. SCOTT, Esq., Secretary, London
to the Under-Secretary of State fo

I AM instructed by the Directors of this Co
tion for the favor of the early consideration and
Secretary of State,

To facilitate this, I am desired to mention that, by a letter from the Under Secretary of
State to me, dated 3rd October 1873, he informed me that Her Majesty's (then Secretary of State
for India had resolved to sanction the proposition of Indian Government for the construction,
as part and parcel of the amalgamated undertakings of the Great Southern and Carnatic Railway
Companies (now South Indian Railway Company), of a position on British territory of a Railway
from the Carnatic Main Line to Pondicherry, leaving to be made (the Pondicherry Railway Company)
to make terms with the French Government for the con- tion of the line within French territory,
and that by another letter, dated 31st October 1873, e Under Secretary of State informed me
that the Great Southern and Carnatic Companies ha the Secretary of State consented to this arrangemen ceed to the above proposition, and that
doubt that the line would be extended to Pondicherry ditionally on its being ascertained beyond

The approval of Her Majesty's Government was finally conveyed to the Government of India
by a Despatch, dated 6th November 1873, No. 141 R.

Since that period, the Board of Directors have [illegible] in communication with the
French Government to settle the terms of a convention between that Government and the Company
under which the portion of the line in French territory should be constructed by the Company,
and the condition of the Secretary of State's Despatch last mentioned be complied with.

the Government of India in the
ted Fort William, 31st February

Pondicherry.

4th February 1873, to the Govern-

enclosure.
1873, and docket to Madras Govern-

7th December 1873, to Government

rnment of India, dated 23rd
R.

nformation a copy of a letter*
Directors of the Pondicherry
elative to the passage through
sed Railway from Bolpur to
eferred to.
sion at an early date of your
the Board's letter. These, as
ficers of the British and French
the whole line, and also that of
telegraph.

icherry Railway Company, Limited,
d 30th November 1874.
dress to you the following communica-
ip, the Right Honorable the

2. That the French Government shall co[illegible] the British portion between the Gingee and the isolated French block (4·71 miles) on their [illegible] a French line up to "Madagadipett," their ultimate frontier, and there meet the Brit[illegible] nch from "Belpur."

3. That the route should deviate altogeth[illegible] the isolated blocks of French ground, and be constructed entirely on British territory fro[illegible] ur to the river Gingee.

In the first and third cases, the portion to [illegible] structed as British will be about 16½ miles, and as French 6·43 miles.

In the second case, the British portion [illegible] be about 9¾ miles, and the French 13·16 miles.

Under these circumstances, the Directors [illegible] opinion, and in fact the decision, of His Lordship the Secretary of State, as to at what [illegible] e British and French portions of the Railway shall conterminate.

The French Government would, we believe [illegible] that the British portion should be made entirely up to the river Gingee, as that of cou[illegible] d leave the Pondicherry Company less to construct, and consequently less subvention to [illegible] d. If His Lordship accedes to that view, either No. 1 or No. 3 of the beforementioned [illegible] ives must be adopted, and the Directors would be glad to know which has his approval.

If the Railway goes through the French [illegible] British line under alternative No. 1, the French Government must either sell, or give [illegible] sh Government a lease or right of way, and also, it is presumed, a quasi-sovereignty, in [illegible] f Police, at all events, over such portions of the French ground as the line will traverse. [illegible] ld involve considerable difficulties; and the French Officers were unable to say definitively [illegible] the French Government would be prepared to give such power.

If the line is constructed as a French Line [illegible] is Company from Pondicherry to the ultimate French frontier at "Madagadipett," probably [illegible] difficulty would arise, as this Company being an English one, His Lordship and the Indian G[illegible] ment may probably not object to grant either to this Company direct, or to the French Govern[illegible] t, a lease for 999 years of the necessary lands in the intermediate 4·71 miles between the Frenc[illegible] block and the river Gingee.

The concession by the French Government to this Company will only be for 99 years, but as the French Government grant a subvention for or towards the cost of construction, they naturally require the reversion of the Railway at the end [illegible] the 99 years. But in the present case, this would present no difficulty, as on their reversion [illegible] ing it, they would, as regards this portion of the line, become lessees of the Indian Governmen[illegible] for the rest of the longer term, whatever His Lordship may decide it shall be. In the ordina[illegible] course of things, however, at the end of the first concession of 99 years, a new concession w[illegible] probably be granted to the same Company for a further term, and it might be stipulated, if His Lordship thought of it, that the Indian Government should have the right at any time after such 99 years or extended term, of the purchase of the intermediate 4·71 miles upon re-paying the French Government whatever should be found equitable.

I am desired also to ask His Lordship's con[illegible] ation of the following clause which the French Government propose to insert in their concessi[illegible] this Company of the French portion of the Railway, etc., with the object of promoting mu[illegible] and friendly interchange of facilities to the officials of the two Governments over their respe[illegible] e territories:—

Copy of Clause proposed—"Under reserve of the approbation of the British Government for the part of the line comprised in British territory, the Officers of the French Government shall enjoy for the whole length of the line the same rights and immunities reserved to the British Government on the line from Madras to Cuddalore.

"The same favors and immunities shall b[illegible] served on French territory to British Government, its Officials and Agents."

