Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 115 R

DATED 25th September

[Despatch Abstract.]

Capital and Revenue accounts, Kolar Gold Fields Ry.

Ordered that the note by the ag. Chief auditor on the — for the half-year ended the 30th June 1895, be forwarded to the Govt of India & the Secy of State.

Ditto — Fdg Pros: embodying a note by the Acting Chief Auditor on the — for the half year ended the 30th June 1895

Forwarding Pros: embodying a note by the ag. Chief auditor on the Capital & Revenue accounts, Kolar Gold Fields Railway for the half-year ended the 30th June 1895.

[P. W. 28. / 1,000-11-8-99]

Indexed.

may be, any moneys to which they may be entitled under any of the provisions of this order. Provided also that upon the failure of the promoters to carry out the said concession, the said sum of £750 so to be deposited as aforesaid shall be forfeited to the Municipal Councillors.—

34 The Tramways, plant, engines, carriages, and other vehicles; Offices, workshops, sheds, stables, buildings, carriage houses, engine houses, ware houses, yards and depôts of the promoters shall, for a period of seven years from the date of this order, be exempt from all municipal taxation, except such lighting rates and water tax as may from time to time be payable in respect of such offices, workshops, sheds, stables, buildings, carriage houses, engine houses, ware-houses, yards and depôts.—

x x x

35 The

35. The promoters shall observe and perform the following conditions that is to say:-

(1) The construction of the Tramways shall not be commenced until ½ of the share capital of such proposed Company has been subscribed.-

(2) The maximum amount to be paid for preliminary expences and promotion shall be the sum of £12,000/.

(3) The maximum amount to be paid to any Contractor or Contractors for the construction and equipment of the Tramways, for providing expences and interest during construction and sufficient working capital, shall not exceed the total nominal capital and such further sum (if any) to be raised by debentures or other obligations as the promoters may consider necessary.-

36. Nothing in this order or in the Indian Tramways' act, 1886, contained shall prevent the promoters borrowing money

on

on the security of mortgages of
the undertaking or shall make
the consent or approval of the
Local Government necessary to th
validity or effect of any such
mortgage, provided that every
mortgage of the undertaking
shall be deemed to comprise all
pri hare money which may be
paid to the promoters in the event
of a compulsory sale of the
undertaking or any part thereof
to the local authority under
section 22 of the Indian Tramways
Act, 1886, and that any mortgage
granted by the promoters shall
not be a charge upon the under-
taking or any part thereof
in the event of the undertaking
or such part being purchased by
the local authority under
Section 22 of the Indian Tram-
ways act, 1886, and that every
mortgage Deed granted by the
promoters shall be endorsed
with notice to that effect.—

34. The promoters may, sub-
ject to the provisions of this
order

order, by lease or leases demise to any person or persons, corporation or company the right of user by such person or persons, corporation or company of the Tramways, or any part thereof, and of demanding and taking in respect of the same the tolls and charges authorized by this order. Provided always that in the first instance such lease or leases shall not be made for any term exceeding 21 years from the passing of this order, and after the expiration of such lease or leases; any further lease or leases shall be so made as to expire on or before the time or times at which the local authority may exercise the powers of purchase conferred by section 22 of the Indian Tramways act; 1886.

38. The promoters for the time being may, if they think fit, at any time sell, assign or transfer the rights, powers, authorities, obligations and liabilities

liabilities of this order, and
upon notice in writing of such
sale, assignment or transfer being
given to the Local Government
and to the Municipal Council
respectively, all such rights, powers
authorities, obligations and
liabilities shall be deemed to be
transferred to and vested in and
may be exercised by and shall
attach to the purchaser or pur-
chasers, or assignee or assignees,
or transferee or transferees as the
case may be, of the promoters
for the time being in like manner
as if the same had not been
sold, assigned or transferred.
Provided always that in the event
of the promoters selling, assigning
or transferring such rights, powers
authorities, obligations and
liabilities to a Company or Limited
Liability Company to be formed
in England or elsewhere before
commencing or during the con-
struction of the Tramways, the
powers of sale, assignment or
transfer hereby granted may
only

only be exercised subject to the
same conditions as are by the
order imposed upon the promot
named in this order with regard
to capital the amount of capital
to be subscribed before com-
-mencing the construction of
the Tramways and the payment
out of Capital for promotion and
construction and equipment
of the Tramways.-

39. The promoters shall, on
demand, repay to the municipal
council all preliminary, legal
and engineering expenses in-
-curred by them in relation
to this order not exceeding in
the whole the sum of £500/-

40. So long as the promoters
continue to own or work the
Tramways or any part thereof,
the local authority of any
district, in which the Tram-
-ways so owned or worked are
laid, shall not consent to any
application for power to con-
-struct further or other Tram
-ways or railways in the district

of

of such local authority until the promoters shall have refused the right which is hereby conferred upon them of obtaining power to construct, maintain and work such further or other Tramways upon the same or more favorable terms than those contained in this order for the construction, maintenance and working of the Tramways by this order authorized.—

41. Notwithstanding anything in this order contained, the promoters, and any person using the Tramways, shall be subject and liable to the provision of any General act now in force, or which may hereafter be passed, relating to Tramways, or by which any tax or duty may be granted or imposed for or in respect of Tramways or the passengers or traffic conveyed thereon, and to any future revision or altering under the authority of the Government of India of the

maximum

42. Any notice required to be given by the Local Government or by any local authority or road authority to the promoters may be in writing and may be served on the promoters by being delivered to any agent of the promoters in Calicut for the time being or by being left at any office of the promoters in Calicut, and every notice so served shall be deemed to have been duly given to the promoters anything hereinbefore contained to the contrary notwithstanding. The promoters shall from time to time give notice in writing to the Local Government and to the local authority of some agent in Calicut to whom, and some office in Calicut where any such notice may be delivered or left as aforesaid, and of any change of such agent or office.

maximum rates of tolls and charges authorized by this order and to any condition, regulation or restriction which may be imposed upon the use of Tramways or upon the use on Tramways of animal power, steam power or any mechanical power, by any such general act as aforesaid.—

Schedule A.

1. Every engine used on the Tramways shall comply with the following requirements, that is to say.—

(a) Each coupled wheel shall be fitted with a brake block which can be applied by a screw or treadle or by other means, ~~and~~ or also by steam.—

(b) A governor (which cannot be tampered with by the driver) shall be attached to each engine, and shall be so arranged that at any time when the engine exceeds a speed of 10 miles an hour, it shall cause the steam to be shut off and the brake applied.

(c) Each

(C) Each engine shall be numbered, and the number shall be shewn in a conspicuous part thereof.—

(d) Each engine shall be fitted with a suitable fender to push aside obstructions, and with a special bell or whistle, or other apparatus, to be sounded as a warning when necessary.—

(E). Arrangement shall be made, enabling the driver to command a full view of the road before him. Every such Engine shall be free from noise produced by steam or machinery so as to constitute a reasonable ground of complaint to the public, and the machinery shall be concealed from view on all sides to within 6 inches from the level of the rails.—

2. Every carriage used on the Tramways shall be so constructed as to provide for the safety of passengers, and for their safe entrance to, exit from, and accommodation in, such

Carriages

carriages, and for their protection from the machinery of any engine used for drawing or propelling such carriages.—

3. The speed at which such engines and carriages shall be driven or propelled along the Tramways shall not exceed the rate of 8 miles an hour, and the speed at which such engines and carriages in shall pass through facing points, whether fixed or moveable shall not exceed the rate of 4 miles an hour.—

4. The engines and carriages shall be connected by proper couplings.—

5. Every Engine running on the Tramways shall carry a lamp or lamps placed in a conspicuous position in the front of the engine, and such lamp or lamps shall be kept lighted from sunset to sunrise and when there is a fog, and shall show when lighted a bright coloured light.—

Schedule

Schedule B.

Tolls and charges for Animals, Goods &c.

	Per mile £ — as. Ps
For every horse, mule or other beast of draught or burden per head	" — 6 —
For every ox, cow, bull or head of cattle per head	" — 6 —
For every calf, pig, sheep, or other small animal	" — 3 —
Goods & Minerals	
For all coals, coke, culm, charcoal, cannel, limestone, chacklime, salt, sand fireclay, binder's dung composed, and all sorts of manure and all undressed materials for the repair of public roads or highways per ton	" — 3 —
For all iron, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron bricks, slags, and stone, stones for building, pitching and	

, having

	Per mile P. A. C.
paving tiles, slates and clay, (except pipeclay) and for wrought iron not otherwise specially classed herein, and for heavy iron castings, including railway chairs, per Ton	—4—
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals and metals (except iron) nails, anvils, vices, and chains, and for light iron castings; per Ton	—6—
For cotton and other wools, drugs, and manufactured goods and all other wares, merchandise, fish articles, matters or things per ton	—6—
For every carriage of whatever description, each such sum as the promoters may think fit	

Small Parcels.

For every parcel not exceeding 7 pounds in weight, each	—3—
For any parcel exceeding 7 pounds and not exceeding 14 pounds each	4

For

	Per mile
	Rs. as. 6
For any parcel exceeding 14 pounds and not exceeding 28 pounds in weight	" — 5 —
For any parcel exceeding 28 pounds but not exceeding 56 pounds in weight	" — 6
For any parcel exceeding 56 pounds in weight. such sum as the promoters may think fit.	

Provided always that articles sent in large aggregate quantities although made up in separate parcels, such as bags of Sugar, Coffee, meal and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages

For the carriage of any Iron Boiler, Cylinder, or single piece of machinery, or single piece of timber or stone or other single article, the weight of which including the carriage exceeds 4 tons, but does not exceed 8 tons.

such

Per mile
£ - as. d.

sum as the promoters may
think fit not exceeding per ton — 1 — 6 —
For the carriage of any single
piece of timber, stone, machin-
ery or other single article
the weight of which with
the carriage exceeds 8 tons.
Such sum as the promoters
may think fit.

Regulations of Tolls.

A fraction of a mile
beyond an integral number
of miles shall be deemed a
mile. For a fraction of a
ton the promoters may demand
and take tolls and charges
according to the number of the
quarters of ton in such fraction,
and if there be a fraction of
a quarter ton, such fraction
shall be deemed a quarter
of a ton.—

With respect to all articles
except stone and timber,
the weight shall be determined
according to the usual
avoirdupois weight.—

With respect to stone
and

and timber, 14 Cubic feet of stone, 40 Cubic feet of Oak, Mahogany, teak, beech or ash, and 50 Cubic feet of any other timber, shall be deemed one ton weight, and so on in proportion for any smaller quantity.—

T. Wadadoo

Chairman.

From
The Chairman, 12/5/95
Municipal Council,
Calicut.

To,
The Chief Secretary to
Government, Local and
Municipal Department
Madras.

Thro'
The Revenue Divisional Officer

Dated 17th April
Desp.d 27th April
Rec.d
1895.

No. 393

Encl: 1.

Subject
Submitting for the approval
Government draft rules
the introduction and
king of Tramway in
licut.

No. 393

Municipal Office,
Calicut 17th April 1895.

From
T. Varada Rao Esqre. P.C.S.
Chairman,
Municipal Council,
Calicut.

To,
The Honorable J. F. Price C.S.I.
Chief Secretary to Government,
Local and Municipal Department,
Madras.

(Thro' the Revenue Divisional Officer,)

Sir,

Adverting to G.O. dated 28th February 1895, No. 312 M. Mis, I have the honor to state that the subject was discussed at a Meeting of the Municipal Council held on 22 March 1895.

A concession which was drafted by me on the terms of the Madras Tramway's Order No. 1 of 1888 was approved with some modification. A copy of the draft as revised by the Council is submitted to Government for orders.

The points wherein the terms differ from the Madras Tramway's Order are

are noted below :—

1. All Municipal refuse of every description as well as road material, building materials, water and sewage pipes &c is to be given a free passage over any and every portion of the line : the promoters providing haulage power for the same if required at the rate of 8 pies per ton per mile to the extent of 100 tons and not more during every 24 hours.

2. The motive power is to be animal for passenger cars and steam for goods waggons, but provision is made in the concession for animal, steam or electric power - at the option of the promoters.

3. The guage is to be 20' and not to exceed 24' in any case.

4. Rs 750 is fixed as the amount of security.

5 The construction of the Tramway is to begin as soon as one half of the capital is subscribed.

6. The amount of promotion money and preliminary expenses is not to exceed 10 % of the capital proposed to be raised.

7. The promoters to pay the Municipal Council preliminary legal and engineering expenses not exceeding Rs 500.

I trust the above modifications will meet with the approval of Government.

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

T. Varadaiah
Chairman

Malabar Coast.

Calicut
May 23rd 1895.

From.

A. Brenon
Calicut

To.

S. Swaminatha Iyer Esq.
Dy Collector. Calicut Division

Sir,

I have the honor to acknowledge the receipt of your letter of the 3rd ultimo, No. 616, and reminder dated 12th Instant.

In the first place I must tender you my sincere apologies for the delay which has arisen in replying.

Unfortunately during my recent severe illness, the papers were mislaid, and it is only now that I am enabled to send you the desired information.

Enclosed I beg to hand you a Statement showing the grounds on which an estimate for a Capital of Rs 120,000 was based. This was on the supposition that a light line of Railway laid down on one side of the road, would be sanctioned.

But as Government has, I believe, since ruled that the line must be so constructed so as to be quite level with the ordinary road, and that vehicles of all description shall be able to pass over and on it, through out its entire length, this estimate will have to be somewhat increased say, to the extent of Rs 30,000, though I do not anticipate much trouble in getting this additional sum subscribed to.

I have &c.

Sd. A. Brown.

(True Copy)

Wardaras

Dor Coactor.

Statement showing on what grounds a Capital of Rs 120,000 was based for a light line of Railway, to be laid within the municipal limits of the Town of Calicut.

7½ miles of line 20" guage, Rail 16 lbs to the yard, 1920 Sleepers to the mile, at Rs 6525/ per mile	Rs 49,000.
Curves and Crossings	Rs 1,500
12 Passenger Cars to Carry 12 persons each	Rs 3,600.
12 Covered goods waggons	Rs 3000.
20 High sided. o. g. wagons	Rs 5000
2 Locomotives	Rs 27,000
Sheds and offices	Rs 4000
Laying and other Contingencies	Rs 7500
Legal expenses incurred by the Municipality not to exceed	Rs 500
Preliminary expenses and promotion not to exceed	Rs 12,000
Leaving a small working Capital of	Rs 6900
	Rs 120,000

E + O.E.

Calicut 23-5-95

Sd. A Brown

(True Copy)

Wardaras

Dor President.

Office of the Dy Collector
Calicut Division Calicut 28-5-95

To.
H. Moberly Esq.
Collector of Malabar.
Calicut

Sir,

With reference to para 3 of the Proceedings of the Madras Government, Local & municipal department, dated 28th February 95 no 312 M. mis, Communicated with your endorsement dated 15th March 95, I have the honor to state that the undermentioned four gentlemen have applied for Concession to lay a tramway within the Calicut municipality.

1) Mr A Brown
2) MRR A. Subramania Iyer.
3) " Jamroi Govinda Ram
4) " Pazhayathoppil Mahomed Haji.

Mr A Brown is a well known timber merchant in Calicut who is assessed by you to an Incometax of Rs 390-10-- on an income of Rs 15.000.

MRR A. Subramania Iyer is a leading vakil practising in the Criminal Courts. He paid an incometax of Rs 115-14-2 on an Income of Rs 4450, for 94-95.

Ok-E2
46817/95

MRR Jamrai Govinda Ram appears to be a big merchant in Shikarpur. His agent at Calicut, Mohindoss Narasimmal, whom I sent for and enquired, states that his principal pays an incometax of Rs 300. and odd at Shikarpur. and that he (the agent) had signed the prospectus of the tramway company with the sanction of MRR Jamrai Govinda Ram.

MRR Pazhayathoppil Mammad Haji belongs to a respectable mahomedan family in Calicut and I understand on enquiry that he is worth about Rs 15,000. He paid an incometax of Rs 28 last year on the profits derived from timber trade which he is carrying on.

I think they are in a position to raise the Capital of Rs 120,000.

2. With regard to the 2nd point referred to, viz the grounds upon which the estimate of the Capital has been based, I have the honor to submit herewith letter dated 23rd may 95. received from Mr A Brown.

The Statement appended to the letter furnishes the necessary details -

I have &c.

Sd. S. Swaminatha Iyer.
Dy Collector. 28/5.

(True Copy)

T. Varadarao

Dy Collector.

Filed

Malabar Collector's Office,
Camp Kottakkal, 5th June 1895.

Reference 184/m of 95.

Local & Municipal Dept.
CURRENT No. 1827 M

From

H. Moberly Esqr.
Ag Collector of Malabar.

To

The Chief Secretary to Government,
Local and Municipal Department.

Sir,

Referring to para 2 of G.O. dated 28th February 1895, no. 312 M. Misc., I have the honor to forward a letter dated 17th April 1895, no. 393, from the Chairman of the Calicut Municipal Council forwarding a draft of the proposed concession.

2. Referring to para 3 of the same G.O., I have the honor to forward copies of a letter and its enclosures from the Dy Collector, Calicut Division. I feel certain that the four gentlemen who have applied for the concession can easily raise the capital required for the undertaking even if they cannot supply the whole sum themselves.

I have the honor to be,
Sir,
Your most obedt. servant,
[signature]
Ag Collector.

[illegible] 5/6. [illegible]

[illegible] 4817/95

[illegible] 1527 [illegible]

Local & Municipal Dept.
CURRENT No. 1824

From.

The Collector of Malabar

To. The Chief Secty to Govt
Local and Municipal Dept.

Dated 5.6.95
Despatched 7.6.95
Received 10 JUN. 95

No Ref mcnt 184/m of 95

Subject

Replying to paras 2 & 3 of G.O dated 28th February 1895 No 312 M. mis re: the Municipal Tramway in Calicut

No. 849

Transferred to the Public Works (Railway) Department

Godhunter
Assistant Secretary
19.11.95

V.A.
10/6/95
Fort St. Page
22nd June 1895

To,
The Public Works (Railway) Deptt.
with a plant & f.o.s of 25.2.95 No. 312 M.
& 20.10.88 No. 1165 M.

+ sent separately

| with endt |

17/6 A18/6.

Calicut Tramway

No. 4

In 1894 a proposal was submitted to Government by the Calicut Municipality to form a Company for the purpose of constructing a tramway 7½ miles long of 20" gauge and 16 lb rails, with the object, among others, of conveying rubbish and refuse beyond Municipal limits owing to the insanitary state of that town. The tramway was estimated to cost Rs 1,20,000, which the promoters, all of whom are reported to be wealthy, were able to raise.

The Government, in forwarding a copy of the concession granted to the Madras Electric Tramways Company, stated that the question of the extension

of

of the Indian Tramways Act to Calicut should be considered on receipt of the following information.—

(1) the terms of concession as arranged between the Municipal Council and promoters.—

(2) the explanation of the suggestion to lay the rails flush with the road surface.

(3) a report on the financial condition of the promoters

(4) a report on the grounds on which the estimate is based

Her reply of the Municipal Council has satisfied the above requirements.—

Mr. Brown, one of the Company, considers that, to carry out the laying of rails flush with the road, another Rs 30,000 will be required and he says that there will be no difficulty in raising the additional sum. The estimate will therefore be Rs 1,50,000 or Rs. 20,000 per mile.—

The draft notification Submitted by the Collector of Malabar differs in some respects from the Madras notification.—

Its main provisions are

The Tramway shall be worked by animal power, steam power, electricity conveyed either through overhead or underground wires, or any mechanical power: and for carrying passengers, animals, goods minerals thereon; besides municipal rubbish, road material, building material water sewage pipes &c.

Its

It shall extend from the Municipal landing place at the Kallai River to the Varakal landing place with branches along Jail Road, Big Bazaar Road & South Beach Road.-

The charges shall be

Passengers - 6 pie per mile with 20th luggage free.-

Goods - 3 annas per ton per mile.-

Municipal Rubbish - 8 pies per ton per mile to the extent of 100 tons & not more during every 24 hours.-

It is proposed to publish the draft notification in the Fort St George Gazette under which order the Tramway Act will be made applicable to Calicut & to give sanction to the concession to the municipality through the Collector of Malabar.- for a period of one year to raise capital & start work

Approved w
8 Aug

9/8/95 9/8

His Excellency the Governor

Hon W. Ahier

Hon W. Grove.

Notification to issue & sanction to be given thro' Collector

Fort 12/8/95

Fort
6 R

Calicut tramway

No. 5

A proposal was made in Sept. 1894 by Mr. A. Brown and others to the Chairman of the Municipality of Calicut to form a company for the purpose of constructing a 20" ~~tramway~~ railway with the object, among others, of ~~disposing of~~ leading rubbish and ~~sewage~~ refuse beyond municipal limits - The terms proposed were as under

(1) The Co. to allow Municipal refuse etc free passage over the system and to provide haulage (at a price per ton per mile to be settled hereafter) upto a limit of 25 tons per diem.

(2) The capital to be not less than £1,20,000 in shares of 10/-

(3) Construction to commence within a year of the granting of the concession.

(4) The whole system 7½ miles in length to be completed in 2 years from date of concession

(5) The line to occupy a small portion of the road and crossings to be paved and made level with the road

(6) Motive power to be animal or steam.

(7) Stations to be not less than ¼ mile apart

(8) Tolls for passengers to be six pies per mile

(9) Toll for goods 3 to 6 annas per ton.

(10) Immunity from taxation for seven years

The sanitary officer ~~hearty~~ approved the scheme commented on the very insanity state of Calicut and heartily approved of the scheme.

The chairman Municipality then forwarded the proposal through the collector to Ch. Secy.

The Collector in forwarding to Chief Secy. remarked