CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 167 R

DATED 26th September

[Despatch Abstract.]

Capital and Revenue accounts of the Kolar Gold Fields Railway. — Ordered that Copies of the — for the half-year ended the 30th June 1895 with note thereon by the Consg. Engineer for Railways, be forwarded to the Govt. of India & the Secy. of State.

Ditto — Fdg Pros: embodying the — for the half year ended the 30th June 1895 with a note thereon by the Consulting Engr for Rys.

Forwarding Pros: embodying the Capital and Revenue accounts of the Kolar Gold Fields Railway for the half-year ended the 30th June 1895 with a note thereon by the Consulting Engineer for Railways.

[P. W. 28. / 1 000 - 11-8-95]

Indexed.

No. 720/1895.

Chief Engineer's office
Trichur, 13th July 1895.

Enclosure II

To

The Dewan of Cochin
Trichur.

Sir,

In reply to your No. 1138 P. W 229 of the 26th ultimo forwarding copy of the Resident's Memo Ref: on c no. 1738/1895 of the 18th ultimo, enclosing copy of a petition for report in which the present alignment of the Railway South of Trichur or between Trichur and Ernakulam is objected to, and asking that Messrs Aspinwall and Co's line may be adopted instead.

2. I have the honor to inform you that all the papers and plans in connection with Messrs Aspinwall and Co's scheme were prepared under my superintendence, no survey of any line south of Trichur was undertaken, as it was not necessary, for we were provided with copies of the plans and sections of the Madras Railway Company's 1871 Survey known as Mr Harding's line, and a better route generally could not have been selected; this was therefore the line adopted, but north of Trichur a survey was made and the line taken to Shoranur instead

instead of Pattambi, a copy of this Survey was supplied to the Madras Railway Company and it has served as a general guide for setting out, the present line between Shoranur and Trichur.

3. The late Mr Grigg was perfectly aware of all the Circumstances mentioned in the petition and it was decided at the meeting held at Trichur on the 22nd January last that it would be desirable to take the Railway line further inland than shown on the Madras Railway Company's 1871 Survey in order to develop the country and to be away from the boat competition on the Canals and backwaters which run parallel with the sea (Vide Mr West's report to the Agent and Manager, Madras Railway Company, dated 29th January 1895).

4. It was further decided to take the present line through Shalakudy on the direct route to Perumbalore in Travancore Territory, the head quarters of the Taluk.

5. The petitioners seem to have a very vague idea of the route followed by Mr Aspinwall's line for they mention in the petition that the line ran through Ooragam, Irinjalakuda, Aripalam, Mathilagam, Karupadnam and Cranganur, but it did not touch at any of these places.

6.

6. In the new alignment, the first station South of Trichur is at Edakkunny at the Crossing of the roads, this station will serve Edakkunni and the large village of Ollur, Ooragam is within four miles of this station and connected to it by the Trunk Road.

7. The station at Ahlur will serve Mala (at present) and Irinjalakuda 6 miles to the west connected by a good road.

8. It was decided at the meeting held at Trichur "that as soon as the trade from Mala to line at Ahlur, justifies the expenditure a branch should be run to the backwater at that point" (Vide Mr West's notes of the discussion.)

9. But if the line is to be shortened from Shoranur to Ernakulam by about 10 miles (as mentioned in my No 319 dated the 25th March last to your address) it should branch of at Ahlur, join the line surveyed in 1871 at Mala, and on to Ernakulam, this would then be a portion of the route

the large quantities of Coffee and tea from the Neilgherries, Annamallies, and Nelliampathies now sent to Coimbatore will continue to be shipped at Calicut; although there are better facilities for landing and shipping operations at the British port of Cochin, freights are cheaper, and there are many days during the Southwest Monsoon that landing and shipping operations can be carried on at Cochin when nothing can be done at Calicut; the mileages are as under

	Miles
From Podanur to Calicut	111¼
From Podanur to Shoranur	58
From Shoranur to Ernakulam	72
	130 miles

I have &c

(Signed) H. W. Hudson
M. Inst. C.E.
Chief Engineer, Cochin Government

(True copy)
(Signed) V. Subramonya Pillai
Dewan

P.W. Ex 2 / 8193/95

(True Copy)
F. L. [illegible]
Asstt Resident
for Resident

No 3120 / P.D

Huzur Cutcherry
Trivandrum, 24th August 1895

Enclosure I

From
The Dewan of Travancore

To
The British Resident
in Travancore and Cochin

Sir,

I have the honor to refer you to the Correspondence noted in the margin on the subject of a petition addressed to the Madras Government by certain inhabitants of North Travancore and Cochin objecting to the line recently surveyed by the M. R. Company for the proposed railway from Shoranore to Ernakulam and praying for the adoption of the line surveyed by Messrs Aspinwall and Co some years ago.

2. The Chief Contentions of the Petitioners are (1) that the towns and villages on the new route are thinly populated, (2) that the places touched by the original line contain more public institutions such as Courts and Cutcherries and (3) that they are of greater importance in a Commercial point of view.

3. With regard to the first, it is true that the population of one or two villages situated along the old line is a little more than that of the villages

From the Bar. Resident to the Dewan Ref. on C.No 1738 dated 13th June 1895
Do Do No 2105 " 16th July "
Do Do No 2689 " 19 " "
Do Do No 2235 " 18 August "

on the new line, but the population of individual villages alone can hardly warrant any inference in regard to the merits of a line for a railway. The old line broadly speaking will pass through the Taluk of Parur and along the western boundaries of Alengand and Kunnathanand Taluks serving only a very small portion of the two Taluks, whereas the new line passes right through the centre of Alengand Taluk and touches the most important villages of Kunnathanand Taluk. The population and area of the three Taluks in question are noted in the margin and it will be seen that the new line serves a greater area of country and a greater population than the old one.

Taluk -	area sq. miles -	Population
Kunnathanad -	221 -	1,14,049
Alengand -	208 —	70,958
Parur -	47 —	59,278

4. With reference to the 2nd Contention, Parur is the only place of any importance which the Petitioners' line would traverse. Besides containing a Taluq Cutcherry and the Registrar's Office, Parur has a District Court and a Munsiff's Court. Alengand, which they refer to, is a simple village and is not the headquarters of the Taluk. The Taluk Office is now located on a hill not easily accessible to the public and not far from Alwaye and it has long been in contemplation to sift the Cutcherry to the last mentioned place. When this transfer is effected the new line would serve the headquarters of two Taluks viz Alengand and Kunnathanand (Perumpavur) against the public offices at Parur served by the old line. Moreover the Jurisdiction of the Munsiff's and District Courts at Parur extending over the three Taluks in question, the new line will be very useful to parties having to attend the Courts from a distance, who can travel by rail as far as Alwaye and thence easily by road or water to Parur. The utility of the old line in this direction will be comparatively limited owing to the competing facilities of existing communication about Parur.

5. In regard to the commercial facilities offered by the railway it must be observed that the old line passes almost parallel to the existing water communication. How far that line will replace the latter is a matter for serious consideration. Experience seems to show that water communication in close proximity to a railway line places the latter at a disadvantage. The farther inland the railway goes the better. It tends to