

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 312 R

DATED 6 th/_u May

[Despatch Abstract.]

Through siding at Washermanpet Station.
— Estimate amounting to Rs 11,091 for the proposed
— Madras Railway, sanctioned.

earnings) $3\frac{1}{2}$ per cent on the capital cost.

18. There are no available statistics of traffic but the above would mean 250 tons of goods over the whole line daily at 9 pias per ton mile and 1020 passengers over the whole line daily at 2 pias per mile.

19. I append the opinion of Devan V. Ramalingar in 1886 from which it appears that this traffic may reasonably be expected.

File 27/95

reduced, it, indeed, they do not allow the improved northern route explored by Mr. Valentine.

(1) On the other hand, Quilon, at which the line through the northern route would terminate, is a port with facilities for constructing a harbour such as no other place in Southern India possesses according to competent judges.

(2) Quilon is within easy distance, by water, of nearly all the principal centres of trade in the country, and situated on an extensive system of water communication which affords facilities for transporting goods and passengers for 100 miles and more to the north of it, and 40 miles to the south, in boats which carry as much as 15 tons at about Rs. 10 for 100 miles.

(3) Though the intermediate traffic between Shencottah and Quilon is at present small, it is capable of development, and, with the valley of the Tambraparni at one end, and Central and North Travancore and the Sheringal and Trivandrum taluks at the other end, through traffic, both in goods and passengers, will always be large.

(4) The bulk of the produce exported to Tinnevely, viz., coconuts, coconut-oil, copra, arecanuts, ginger, pepper, &c., is grown in much greater profusion in the country about Quilon and to the north and north-east of it, than in the south.

(5) Cloths, rice, pulses, cattle and other articles produced in the Tambraparni valley can be imported into North Travancore cheaper and in much larger quantities by a line through that valley into North Travancore, than by a light railway from Ambasamudram to Tinnevely, thence by the proposed metre-gauge line through Aramboli to Trivandrum, and thence north through the canal with its tunnels.

(6) Quilon is already the seat of a cotton spinning mill; and a trade in cotton and yarn has sprung up between it and Tinnevely, which, with the facilities afforded by a railway, is likely to expand, as fuel and labor are cheap and more mills may be established with profit.

(7) Owing to the existence of perennial streams, a plentiful supply of the raw materials, facilities of water communication and other natural advantages, North Travancore is better adapted for such industries as paper manufactories, saw mills, oil mills, &c.

(8) There is abundance of waste land along the northern route which would be taken up for tea as both the soil and elevation are said to be adapted for its cultivation.

(9) Land for the railway along the northern route will cost little or nothing, while it will have to be dearly paid for in the south.

(10) Fuel for the railway is obtainable almost on the spot all along the northern route, while in the south it will have to be brought from considerable distances; so also timber for the works.

(11) Quilon being the central and head depôt for timber, timber from the hills is floated down to it in rafts from nearly all parts of the country. This article, which is, in great demand in Tinnevely and Madura, can therefore be easily carried by rail through the northern route, while to bring it to Trivandrum would be both difficult and expensive owing to the tunnels.

33. I append to this letter some notes furnished to me by Mr. Horsley as to the relative merits, from his point of view, of the rival routes.

34. I also forward copy of an address lately presented to His Highness the Maha Raja signed by Mr. Cameron, of the Scottish Indian Coffee Company, Mr. Darragh and other merchants and traders, who are non-officials and keen men of business, urging the adoption of the northern route.

35. Lastly, I may add that the Travancore Government do not stand alone in their advocacy of the northern route. Mr. Puckle, Mr. Macgregor, Mr. Barton, Mr. William Logan, have all advocated it before them, and they are all men intimately acquainted with the country and competent to form a sound opinion on the question.

36. After what I have stated above, it is scarcely necessary for me to add that, on a careful reconsideration of the merits of the alternative routes, His Highness is clearly in favor of Quilon being made the terminus of the railway and of the northern route, through the Tambraparni valley, Shencottah and Punalore, being adopted.

37. A light railway from Trivandrum to Kotar, costing perhaps some 10 or 12 lakhs of rupees, would serve all the purposes of the passenger and goods traffic, present or prospective, between those places, and this the Travancore Government can supply at any time.

A B.

No 628 R 7 30-9-98
Tinnevely Quilon Railway
Survey -

Read 1092 R.C. dated
31 October 1894 from the
Government of India

No 3577 dated 7 November
1895 from Resident in Tra-
vancore to Chief Secretary to
Madras Government

Order - dated 30 Sept 1895
No 628 R Public Works

The plans and estimates
of the Tinnevely Quilon
Ry survey with a note by
the Consulting Engineer for
Railways Madras will
be forwarded to the Resi-
dent in Travancore and
Cochin through the Poli-
tical Department for the
consideration of the Tra-
vancore Government with
the hope that the study of
them will result in an
early statement of policy
that may lead to rail-
way communication
being established with
the South Indian Railway
System -

2. As far as the profit in
British territory is con-
cerned the Madras

Government is of opinion
that the alignment to
the border is the most
likely to serve the district
and the estimate may
be accepted

20
20/9/95 F. T. Russell

To
The Hon. the Chief Justice
for perusal
initials

Copy to Chief Secy
on 20/9/95

To
The Political Dept.