Public Works (1895) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

G.O., No. 381 R

DATED 28th May

[Despatch Abstract.]

Shoranur-Cochin Railway Survey- Petition from certain inhabitants of Trivandrum and Cochin on the subject of the alignment of the— ordered to be forwarded to the Political Secretary to the Resident in Trivandrum and Cochin for the views of the respective Durbars on the questions brought forward being obtained-

[P.W. 10 A/05-20-11-96]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

His Excellency the Governor in Council
of Fort St George.
Madras.

May it please your Excellency.

The humble petition of the undersigned inhabitants of Cochin and Travancore

Respectfully Showeth:— That your Excellency's Memorialists understand that it has been settled that the proposed railway line from Shoranur to Ernakulam is to run through Ollur, Chalakkudi, ~~Ankamali~~, Kothakulangara, Chengala, Perumpazhoor and Edappilly. The places mentioned above are very thinly populated, and for some years to come, the trade of these places must be very small. Of the villages named above, Perumpazhoor is the only one which has

has a taluq Cutcherry and a market. The market at Perumpazhoor can only by courtesy be called. such. for the value of the commodities sold at this market never exceeds Rs 50 in value. There are no other places of trade in these parts which produce no commodities worth the name that can be exported to other places.

2. Cocoanuts and the various objects manufactured from them are the first and foremost objects of export from Cochin and Travancore. It can be said without fear of contradiction that cocoanut trees are seldom found in the places mentioned in the previous para and that they are abundant at Cranganur, Chennamangalam, Pallipuram, Paroor and Varapuzhai.

3. From the 15th of Kumbham to the 15th of Edavam during the hot season, some officials of Cochin and

and Travancore resort to Alwaye for the purpose of bathing in the Alwaye River. The Company has been led to believe that the route through Alwaye would benefit the people of Cochin and north Travancore and be a source of profit to the company. The proposed route would benefit the few officials, even this is doubtful for it passes some three miles away from Alwaye who resort to Alwaye, a sanitarium in North Travancore.

4. Cranganur and other places where there are large cocoanut plantations, would lie ~~som~~ from 5 miles to 20 miles distant from the railway-stations on the proposed line. It is plain, therefore, that the cocoanuts and the products ~~fr~~ made from them, cannot, without great labour and expense to the railway stations for transmission to Cochin. None of the places where there are large Cocoanut-topes are more than 20 miles distant from Cochin to which commodities can be taken conveniently in country-boats.

away and a new route should be fixed upon to suit the supposed convenience of the few officials visiting Alwaye during the hot season. are steps, calculated to promote the interests of neither the people of Cochin or North Travancore nor of the Madras Railway Company. The proposed route is more circuitous than that proposed by Messrs Aspinwall and Co and not only has no corresponding advantages but has just the contrary.

6. Perumanam, Ovaçam and the surrounding parts comprising about half the taluq of Trichur and the whole of the Mukundapuram taluq are parts where rice is extensively cultivated. The proposed line being distant from the places mentioned above, would not give any facilities for the exportation of rice from these parts, as well as from Cranganur and other places, where, besides the cocoanut, rice is also extensively grown.

7. An account of the places of trade and public offices referred to in para 5, is given below:—

and 867 houses. The population of this place is 5788. This has two Synagogues.

Paroor: This is a very large and flourishing town having more than 1200 houses and a population of 15,000. It has a district Court, a munsiff's Court, a Sub-registrar's office, a district School, a hospital, two bazaars and a market.

Pallipuram: This is a very large place of trade which is near Chennamangalam and Paroor. One railway station would be used for these three places. It has two large churches and a population of 3268. Near this is a small sea-port.

Alangad: There are in this place a taluq Cutcherry, a sub-registrar's office a Police station, a bazaar where and a market where jaggery is sold wholesale. The town has 634 houses and a population of 3162. This is only three miles and a half from Alwaye whereas the proposed line goes half a mile nearer.

This is the seat of the chief Bishop in the Malabar Coast

Varappuzha: This town and the villages sur-

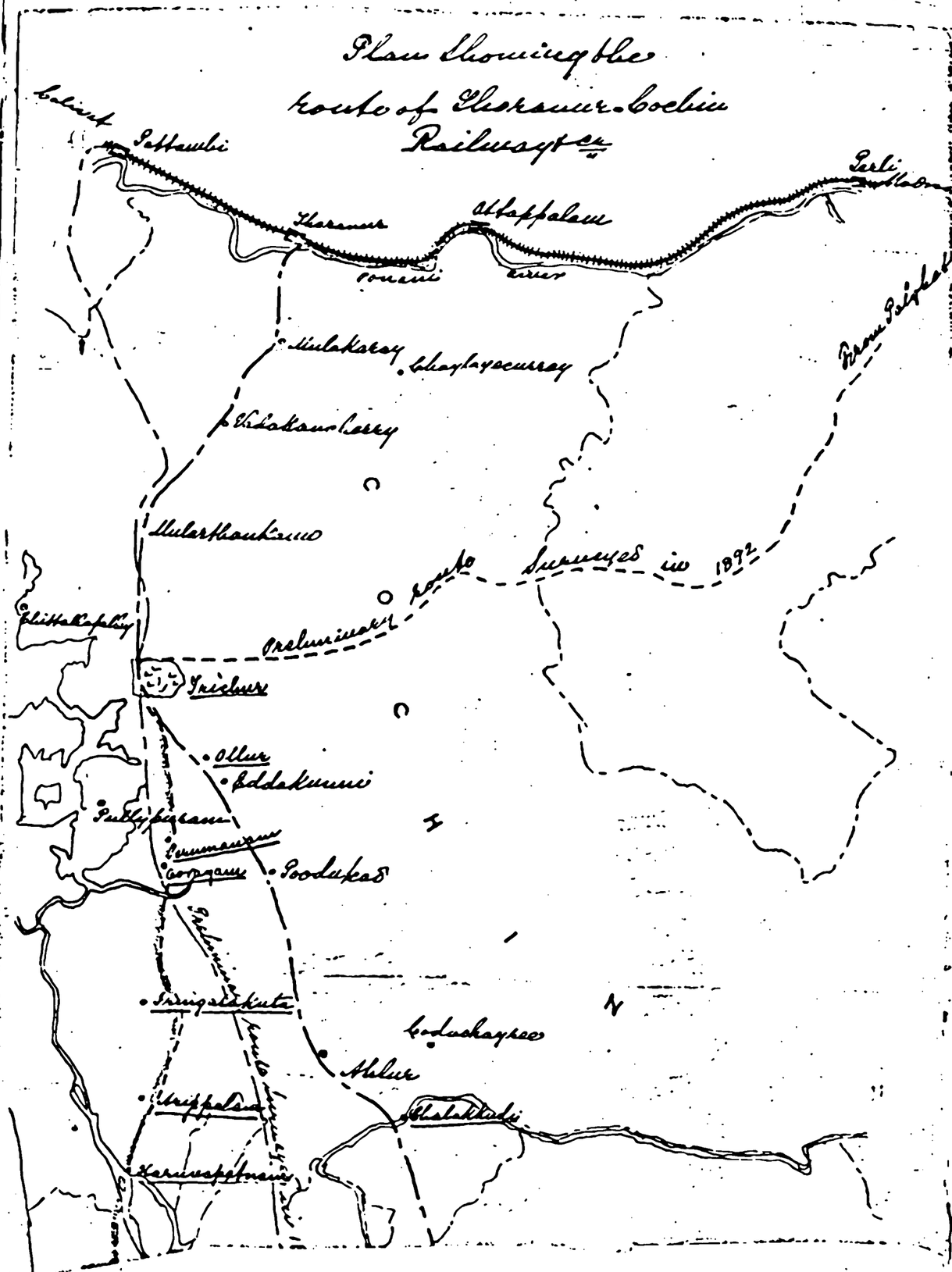
rounding

Travancore. The Cochin Government or private capitalists may open a railway line through these important centres of trade, the result of which cannot but be prejudicial to the interests of the Madras Railway Company.

10. The route now proposed would not have been adopted if there were any natives of Cochin or Travancore present at the meeting held lately at Trichur for the purpose of fixing the route.

11. That in conclusion, Your Excellency's Memorialists beg most respectfully that Your Excellency will be kindly pleased to adopt the line proposed by Messrs Aspinwall and Company of Cochin, for which act of kindness Your Excellency's Memorialists, as in duty bound, shall ever pray.

P. W. Current A. 55 pl.



P. W. Current-A. 5396.

Plan showing the route of Shoranur-Cochin Railway &c &c

Palghaut

Parli

Olavakot

Ponani

River

Nilakasy

Chayalacurray

Chitakambary

Pirom Island

Mularthankavu

route Surveyed in 1892

Preliminary

Chittakapilly

Trichur

Ollur

Eddakunni

Puthyangam

Kunnamkulam

Cumpum

Poodukad

Pachalur

Tirungalakuta

Edwakayeed

Athalur

Thalakkodi

Irinjalakuda

Karuvapetnam

1871

Kottakulangara

Thangalo

Mungaloor

Chennamangalam

Paroor

Kallipurum

COCHIN

Thangalo

Mangatt

Munpu

Pernulialur

Chapilly

ARABIAN SEA

Emakulam

Lookout

Pallipuram & Alan-
-land are situated on
an island, fairly remote
from the beach-line and
quite out of reach of
any railway and in
my opinion the align-
ment to serve them will
be wrong from any point
of view — it would be
exceedingly expensive,
very circuitous & would
complete with Water
carriage —

The routes passed by
the Govt of Cochin &
Travancore as represented
by their Dewans with the
alternatives proposed
by the Govt of Madras
have been approved
& the Petitioners may
be directed to submit
their case to their re-
spective Governments

I suppose the Committee which
met to settle the alignment had
all the alternative routes before
them, and considered the questions
raised in the petition.
But I think the best plan would
be to send copies of the petition to
the Resident in T'core & Cochin &
ask him to obtain from the respective
Dewans their views on the questions
brought forward.

W
7 Nov

Draft to issue

B. No. 381. R. dated 28.5.95

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

1. Petition from the inhabitants of Cochin & Travancore — } M.E. No — dated 27 April 1895

A copy of the above petition was forwarded in the Political Department to the Resident in Travancore & Cochin in order to his obtaining from the respective Dewans their views on the questions brought forward therein —

Reminder to the Political Dept
387 R of 2.7.95 issued
372/2 R of 6.8.95 issued

To the Political Dept

Despatched from R. office 29/5/95

13

No. 387. R. dated 26.5.95

(No. I.)

No. 5290

705.

MADRAS RAILWAY.

127

AGENT AND MANAGER'S OFFICE,

Madras, 3rd August 1895

From

The *Agent and Manager.*

B.A.C

To

The *Consulting Engineer for Railways.*

Madras

SIR,

ER/WM/3

With reference to your letter No. 2413 of 25th July 1895, I have the honour to inform you that every effort will be made to submit the plans and estimates of the Calicut-Cannanore, and Shoranur-Cochin Surveys by the 31st August. - but the Company's Offg Chief Engineer is doubtful if this can be accomplished. that Officer writes as follows in explanation of the delay which is anticipated :-

'Every effort will be made to comply with the 'Consulting Engineer's request but I do not think 'the reports asked for can be ready by the end 'of this month.

'It should be borne in mind that there was 'neither reconnaissance nor Preliminary survey 'of the Shoranur - Cochin lines, or even good maps 'to guide the surveyors in fixing the alignment 'so that the present survey combines in it - 'reconnaissance. Preliminary survey and final location

"The work was only begun on the 20th December
"1894 and besides fully locating 79 miles of line.
"30 miles of trial line were examined. traversed
"and sectioned as requested in the G.C.No.3356 of
"7th May '95."

I will duly advise you in regard to your offer to type the estimates and reports as soon as I receive further advice from the Gfg. Chief Engineer.

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

Henry Abell

Gfg. Agent & Manager.

Noted
Draw P/F

3410
1895

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

No.

Dated
Read.

188

15

1st

1895

Political Department

From

The Resident in Travancore
& Cochin

To

The Chief secretary to Government
Ootacamund

Dated 18th August 1895 SECRETARIAT
Received 21 AUG 1895

Reference No. 2235
Enclosure nil
Recorded 15/95
Send copy

Informs with reference to endorsement
No. 1166 of the 31st ultimo last that the
delay rests with the Dewans of Travancore
& Cochin and promising to address as
soon as their replies are received.

End^t No. 1972
Transferred to the
Public Works Department Rail-
-way Branch.

Ag Under Secretary

Ootacamund
24th August 1895

To
the Public Works Dept to
Ry Branch

await reply from
Dewans of Travancore
Sec^y
16
5

(W.S.

0325

Resident's Office in Travancore
Cochin, 18th August 1845.

From James Thomson Esquire
Resident in Travancore and Cochin

To The Chief Secretary to Government
Ootacamund

Sir,

With reference to your endorsement No. 1166 of the 31st May last forwarding G.O. 381 R dated 28th idem I have the honor to inform you that delay rests with the Dewans of Travancore and Cochin and that I shall address you as soon as their replies are received

I have the honor to be
Sir
Your most Obedt Servant

Resident

TELEGRAPHS. Monthly Number.

From Cochin Trichinopoly
Official Instructions | Cl.d
To | From Dy. Comp. Engr for Rys

Mr. Express
Conveys
a demand
Guarantee full
Cranes 8
delivery
Rec
Do
Do
Do
Do
Do

CAMLIND 10 30 Telegraph Master.

Ernakulam to the Govt. of
Madras number required
in sending up the plans &c.
Estimates both alternatives
thro'

Cochin
18 June
1845

Cochin
18 June
1845

Copied

Do. Copied

36 hours
24 hours.

reply despatched 1.45 Pm

thro' the French Consulate may be estimated for.—

I beg to remind you that the Calicut-Cannanore coast-line Shoranur Cochin plans & estimates should be submitted as soon as possible as specially required by the Govt of India.

Triangle accompanying.

Lord FRW

10/7/95

P—14

INDIAN TELEGRAPH. Received 10

To Madras Telegraphs From Collectorate

Words 38/8 | Day 11 | Hour 15 | Minute 26 | Office Instructions

By Coming Steamer Coming

C 44 dated 6th 24th

Telegraphic

136

The Agent & Manager Madras Ry

Please let me know if West Coast Survey and Estimates will be sent to this office for submission to India of the month. If so will be required and so previously stated

for EC 10/7

dispatched 4/30 PM.

Telegraphic reference to my C 44 dated 6th 24th instant may I submit a reconnaissance and approximate estimate for the Kuttur alternative as only required

Recd. from L. N. At Hrs. Mts. By

Sent to L. N. At Hrs. Mts. By

TRIPLICANE 11 SE 95

Date 11-7-95 Postmaster.

(No. II.)

No. Sugaw

Form No. 90

SERIAL
Urgent
Ordinary
Deferred

TELEGRAM

From

To

E. R.

A M

9/4/- Your letter 422 of 30th April last. when will projects Calicut-Cannanore and Shoranur Cochin projects be ready? -

Yrs 14/5

Tel despn 7-5-95

Yours truly

for Agent & Manager

SERIAL
1201

Form No. 90

Ordinary

Deferred

Urgent

Received

Sent

Checked

Entered

to be,

A Servant,

(No. II.)

No. C/1[illegible]

1,000—3-3 96.

Form No. 20.

TELEGRAM

~~Urgent~~ ~~Ordinary~~ Deferred

Monthly Number.

From E.R. To A.M.

C/47. Your letter 422 of 30 April last - When will Calcutta Carnarvon and Shoreham Cochin projects be ready.-

Lots T.A.M.

1915

Les drops 1915-

Your most obedient servant,

A. Edmonds

Forwarded with pleasure

T.A.M. 20/5

for Agent & Manager

32 Word Form.

(No. 11.)

No. CIRCAW

Circle Class. K

INDIAN TELEGRAPHS

Monthly Number.

1201

To (Office) Ootacamund

From (Office) Kaipparatta

Words	Date	Hour.	Minute.	Official Instructions.
30	20	17	10.	

To (Person) J. R. Ilbert
Connecting Engineer
for Railways.

From (Person) Agent and
Manager
Madras Ry

West Coast profects will
be ready if it is
hoped by Middle of
October.

Letters giving C122 with Index
& Specification
Dues 21

Recd. from E.N. To E.N.

At Hrs. Mts. by At Hrs. Mts. by

C. & T.—No. 10 C.—4 '03—30,000

OOTACAMUND

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

A Edmonds

Forwarded with
Ltr. 20/9

for Agent & Manager

4074
20.9.95

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

90 R 381 : 28 - 5 - 95 Pol
R 336 : 7 - 5 - 95 -

No. 8193

Recd: 24.10.95
Rec: 4

Endt No. 2518.

Transferred to the Public Works Department, Railway Branch.

CS. 21/10/95 by Under Secretary.
Fort St George
22nd Oct. 1895

Post

No. 11435

From

The Resident in Travancore & Cochin

To

The Chief Secretary to Government
Fort St George

Dated 8th October 1895.
Despatched 10th Do.
Received

Ref: our Rec 2959

Enclosures 4

CHIEF SECRETARY'S
14 OCT. 1895
GOVERNMENT OF MADRAS

Railway from Shoranore to Ernakulam

Forwarding Copies of letters from the Dewans of Travancore and Cochin and Mr. E. L. Blackett reporting on the petition from inhabitants of N. Travancore and Cochin objecting to the line surveyed for the proposed ——

To
The Public Works Dept
Ry Branch.

Put up under usual cover
Fort St George 24/10/95

4074
00.9.95

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

90 R 381 · 28 · 5 - 95 Pol
R 336 · 7 · 5 — 95 —

8193

Recd: 24.10.95
Rec: 4

Endt No. 2518.
Transferred to the Public Works Department, Railway Branch.

CS. 21/10/95 by Under Secretary.
Fort St George
22nd Oct. 1895

Pol

From
The Resident in Travancore & Cochin

To
The Chief Secretary to Government
Fort St George

Dated 9th October 1895.
Despatched 10th Do.
Received

Ref: on c/no 2959

Enclosures

CHIEF SECRETARIAT
14 OCT. 1895
GOVERNMENT OF MADRAS

Railway from Shoranore to Cochin

Forwards copies of letters from the Dewans of Travancore and Cochin and Mr. S. K. Black reporting on the petition from inhabitants of N. Travancore and Cochin objecting to the line surveyed for the proposed ——

To
The Public Works Dept
Ry Branch.

Put up recd. with this
case Fort 24/10/95

10.E

No. 720/1896.

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

Encl. I.

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. 1738/1896 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 Cranganore 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 pass through Poragam, Irinjalakuda, Aripalam, Chattilagam, Karupadanam and Cranganur, but it did not touch at any of these places.

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, Poragam 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 backwaters 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 off 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 Pharapur	5-8
From Pharapur to Ernakulam	72
	130 miles

I have &c

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

(True Copy)
(signed) V. Subramonya Pillai
Dewan

/True Copy/
F. L. [illegible]
Asstt Resident
for Resident

P.W. 2
8193/95

Inclosure I

From the Asst. Resident to the Dewan Reference 1788 dated 13th June 1895-
" Do " 2106 " 16th July "
" Do " 2689 " 19 " "
" Do " 2255 " 18 August "

From the Dewan of Travancore
To
The British Resident
in Travancore and Cochin

No 3120/P.D

Huzur Cutcherry
Trivandrum, 24th August 1895-

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 Aspiniwall 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 on

Taluk	area sq. mile	Population
Kunnatturnaud	221	1,14,049
Alengaud	208	70,958
Parur	47	29,278

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 Alengaud and Kunnatturnaud Taluks serving only a very small portion of the two Taluks, whereas the new line passes right through the centre of Alengaud Taluk and touches the most important villages of Kunnatturnaud 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.

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. Alengaud, 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 Always and it has long been in Contemplation to sift the Cutcherry

to

to the last mentioned place. When this transfer is effected the new line would serve the headquarters of two Taluks viz Alengaud and Kunnatturnaud (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 Always and thence easily by road or water to Parur. The utility of the old line in this direction will be Comparatively very limited owing to the Competing facilities of existing Communication about Parur.

5. As 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

to develope the resources of the interior parts of the Country and gives an impetus to the local trade which is by no means inconsiderable. In their ignorance the Petitioners undervalue the trade of the interior and lay stress on the conveyance of rice and the produce of the Cocoanut tree. There is little or no rice exported from Cochin, extensive quantities of rice being imported from foreign places. The Petitioners admit that the Cocoanut tree flourishes extensively near the backwaters and the old line of railway will not help it much as against the water Communication. As already observed in my letter No 1048 dated the 24th March last, the proposed railway, in order to be of any real benefit to this State, should take in the trade in timber, arecanuts, ginger and other produce from the interior parts of Travancore, which passes not only to Cochin, but also to Trichur, Palghat and other places and it is this trade that stands in need of facilities. What trade exists between the interior of Travancore and the port of Cochin has at present only one highway, the Alwaye river and this for about five months of the year is far from being freely navigable for boats. The goods which pass northwards and southwards via Vallam and Chengal use the Angamalee route and that the volume of this trade is not small is borne out by the returns from the Vallam Chowkey, which show that dutiable goods to the value of Rs 1,01,837 passed through the Chowkey during the last Malabar Year but one and 1,16,298 Rs worth of goods during the first 11 months of the last Malabar year (1070). The line surveyed by the Madras Railway Company must Command a very great portion if not the whole of the above trade which would doubtless increase and Contribute largely to the earnings of the line.

6. It will be observed from the foregoing that the Petitioners' allegations are for the most part a tissue of misrepresentations and appear to proceed from ignorance and self interest. I trust that the Dewan of Cochin would share these views. The Engineers in charge of the survey

Survey will I believe be able to show that the new line is easier and cheaper than the old one not only in regard to the Cost of Construction but also in the subsequent maintenance.

7. In these circumstances, I venture to hope that there will be no difficulty in the adoption of the new line which has on Careful Consideration been selected by the responsible Officers Concerned, as the best in the interests of Cochin and Travancore.

I have to
(Signed) Shungrasoobeyer
Dewan

/True Copy/
F. W. Dash Capt.
Asstt Resident
for Resident

D2
P.W. Enc 4
8193/95

Enclosure II

No 1585
P. 247

Huzur Cutcherry
Ernakulam
27th August 1895.

To
J. Thomson Esquire
British Resident in Travancore and Cochin

Sir,

With reference to your memo Rep: on Enc No 1738 of the 13th June last, forwarding for my remarks copy of a petition from the inhabitants of Cochin and Travancore regarding the proposed extention of the railway to Ernakulam I have the honor to forward herewith copy of a letter from the Chief Engineer whom I thought proper to address as he was in a position to give information regarding Mr Aspinwall's line.

No 720 dated 13-7-95.

2. Petitioners object to the present alignment of the railway south of Trichur, as between Trichur and Ernakulam, and ask that Mr Aspinwall's line may be adopted in its place.

3. It will be observed from the Chief Engineer's letter that the line proposed by Mr Aspinwall followed the line of the Madras Railway Company's Survey of 1871 south of Trichur, no Survey of any line south of Trichur having

having been undertaken by Mr Aspinwall: It also appears from the Chief Engineer's letter that that line did not touch any of the stations of Poraganm, Irinjalakuda, Arippalam, Mattilagam, Karupadnam and Cranganur as alleged by the Petitioners

4. At the meeting held at Trichur on the 22nd January 1895 to settle the line to be followed by the proposed Railway to Ernakulam, it was decided that the line should be taken further inland than shown on the Madras Railway Company's Survey of 1871, with a view to develop the Country, and to avoid the boat-Competition on the Canals and backwaters. Accordingly, the line now Surveyed is more to the east than that Surveyed in 1871.

5. In the present alignment, the first station is Edakkunny. It will serve Perumanam and Poraganm, which are about 3 miles from it. The station at Ahlur will serve Irinjalakuda which is 6 miles from it; so that the first three places mentioned in the petition (para 5) will be served by the present line.

6. The line referred to in the petition as passing through or near Chennamangalam, Verapuzha, Alangad and Edapilli to Ernakulam is the portion of Mr Aspinwall's line or the line Surveyed in 1871 from Mala to Ernakulam. The alternative route from Ahlur via Mala, of which reconnoissance was ordered to be made in G.O, dated 7 May 1895, No. 836 R, Public Works, almost follows this line. In this route, Mala and Chennamangalam may serve Arippalam, Karupadnam and Cranganur, — Mattilagam is in British territory, and Paruv, Pallippuram Post, Varapuzha, Alangad and Edappilli are in Travancore, and the line from Mala will, no doubt, also serve these places. Therefore if the route from Ahlur via Mala be adopted, the line from Trichur would serve all the places mentioned by the petitioners (para 5)

7. The Statement of houses and population given by the Petitioners for places on the proposed line is inaccurate, inasmuch as they have noted down only the population of the Desams, instead of the population of the Desams and of the adjoining Country.

8. I am of opinion that the line from Trichur to Ahlur at present Surveyed should be preferred to that Surveyed in 1871 from Trichur to Mala, which the Petitioners suggest. The line from Mala to Ernakulam suggested by the Petitioners is nearly the same as the alternative route from Ahlur via Mala to Ernakulam - This route if

CURRENT NO.

Residency Office

Trivandrum, 8th October 1895.

From James Thomson Esquire

Resident in Travancore and Cochin

To

The Chief Secretary to Government

Fort St George

Sir,

With reference to G.O dated 28th May 1895 No. 381 R forwarded with your Endorsement Dis. 1166 of the 31st idem, I have the honor to submit herewith copies of the marginally noted Communications from the Dewans of Travancore and Cochin and from Mr. E. H. Black, Honorary Secretary, Cochin Chamber of Commerce reporting on the petition from certain inhabitants of North Travancore and Cochin objecting to the line recently surveyed by the Madras Railway Company for the proposed railway from Shoranore to Ernakulam.

2. It does not seem to me that any good ground appears for deviating from the track settled at the conference at Trichur. It is clear that taking the line in that track will open up the country:

While

(1) 3120 dated 24th August 1895 from the Dewan of Travancore

(2) 1755 dated 27th August 1895 P.247 from the Dewan of Cochin and Enclosure dated 9th September from Mr. E. H. Black.

the 11 (or 13) extra miles would be the cause of diverting produce, to any appreciable extent, to other markets - and therefore in deciding on the route there appears to be more reason for considering through which districts the native traffic (passengers and goods) would be the most extensive, and if the longer route promises such results, I can think of no reason why it should not be adopted

I return the tracing herewith and remain

Yours Sincerely

(Signed) Ernest H. E. Black

/True Copy/

F. C. Dashwood Capt.

Asstt Resident

for Resident

P.W. 8143/95

while, adhering to the 1871 route involves branches as suggested in G.O dated 7th May 1896 - No. 336R.

3. A matter that has occured to me as worthy Consideration at present is the meeting place of the metre and broad gauge in Travancore. That raises a question whether the Madras Railway would be likely to extend South beyond Cochin. I have talked this over with the Dewan of Travancore who suggests Kottara Kara near Quilon as that quarter through which the Tinnevelly Quilon Railway would run. So far as I can judge at present it is the interior that requires to be opened up and propetions Southward would naturally be from Perumbalur if the Circuit roundy that place is adhered to.

I have the honor to be
Sir
Your most obedient Servant

J. W. Dawson Capt.

Asstt: Resident
for Resident

Pay

Bm