L. & M.
3,000-5-8-96.

# Local & Munl. (1896) Department.

## MISCELLANEOUS.

**G.O., No.** 874 M.

**DATED** 21st May 1896.

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## [Despatch Abstract.]

Road from Arisikeri to Mysore Frontier.

Informing the Resident in Mysore with remark that the Bellary District Board is unable for want of funds to construct the proposed ---- and that the Madras Government is not prepared for certain reasons to construct the road from Provincial funds.

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

[ 7 ]

**INDEXED.**

**Miscellaneous.**

LOCAL AND MUNICIPAL DEPT.
Letter
~~G.O.~~, DATED 21 – 5 – 96
No. 874 M.

*When given for copying.*

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[Despatch Abstract.]

Road from Arisikeri to Mysore frontier

Informing the Resident in Mysore with remark that the Bellary Distt. Bd. is unable for want of funds to construct the proposed —— & that the Madras Govt. is not prepd for certain reasons to construct the road from Provincial funds.

READ AGAIN ORDER OF GOVERNMENT, DATED
189 , No. , MISCELLANEOUS.

BACK PAPER, No. of 189 .

FURTHER PAPER, No. of 189 .

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL (not paged).

N.B.—
A — Copy in full
B — Not to be copied
P — Copy abstract only.
Q — Copy heading only.

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REVENUE BOARD OFFICE
MADRAS.

# Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture.)

Dated 14th April 1896.
No. 1852 Mis.

READ the following letter from the Collector of Bellary, dated 2nd April 1896 Dis No 1206:—

In reply to Board's Proceedings $\frac{403 \text{ Rs}}{20.12.95}$ enquiring what extensions of railway communication for protective purposes appear necessary or desirable I have the honor to recommend as desirable for trade and necessary for famine Protection a line from Hospet to Davanageri on the Mysore State Railway near Harihar.

2. Trade Hospet (or rather Chitwadigi) through which the

line would run, is the market for all such produce of the Western half of the district as seeks an outlet on the Bellary Railway. Naraindeverkeri, 8 miles is an important place, the seat of the District Munsif for the Western Taluks. Kottur, 26 miles further, is one of the most important trading Centres in the whole district; its annual export of Cotton to Davanageri alone is estimated by the Mysore authorities at 4 lakhs and it is the extrepot of the three Western Taluks: in this neighbourhood the line will tap the enormous toddy production of Kudligi, now carted into Bellary. Fourteen miles further is Arsikeri — a jaggery Centre —; 12 miles further the district boundary in all, 60 miles in Bellary district and 5 miles beyond that, Devanagere. From a commercial

ways.

point of view, the line has a very fair chance of success; there are no rivers to cross and construction might be very cheap.

## 3. Protection against Famine

There have been famines in the district in 1824; 1833; 1854, 1866-67, 1876-78; 1891-92; roughly speaking, every ten years. The three Western taluks (Hadagalli, Harpanahalli and Kudligi) have very bad unmetalled roads without bridges or culverts, — the statistical Atlas being incorrect in this respect. In times of famine, it is very difficult to throw grain into this area; the Railway stations of Hospet and Harihar being nearly 70 miles apart. In fact, large tracts are over 40 miles from a railway. In the famine of 1876-78, this western portion of Bellary was the first to suffer: the proposed line would cut this portion in half. I regard it as essential for the protection of the district.

4. The other particulars required by the Government of India are given below

| | Harpanahalli | Kudligi |
|---|---|---|
| 1. Population per mile | | |
| (a) rural | 83 | 100. |
| (b) total | 134 | 109. |
| ii Percentage of area cultivated (including) 2nd crop cultivation. | 49.4 | 30.6 |
| iii Percentage of cultivation irrigated from | | |
| (a) canals | " | " |
| (b) Permanent wells | 0.27 | 2.48. |
| (c) other sources of irrigation | 1.75 | 3.12. |
| iv Average rainfall for 5 years ending with 1895-96 | 23.39 in | 29.21. |
| Maximum rainfall (1893-94) | 35.08 | 42.95 |
| Minimum " (1891-92) | 10.52 | 9.60. |

## Resolution.

Recorded, pending [illegible]

receipt of reports from other Collectors. The Collector is requested to state whether it is not desirable to consider the question of running a protective line through the country lying close south of the town of Bellary into the southern portion of Anantapur.

/ True copy & Extract /

/ Sd / C Rajaratna Mudelliar
Secretary

To,
The Collector of Bellary

Copy to the Collector of Anantapur.

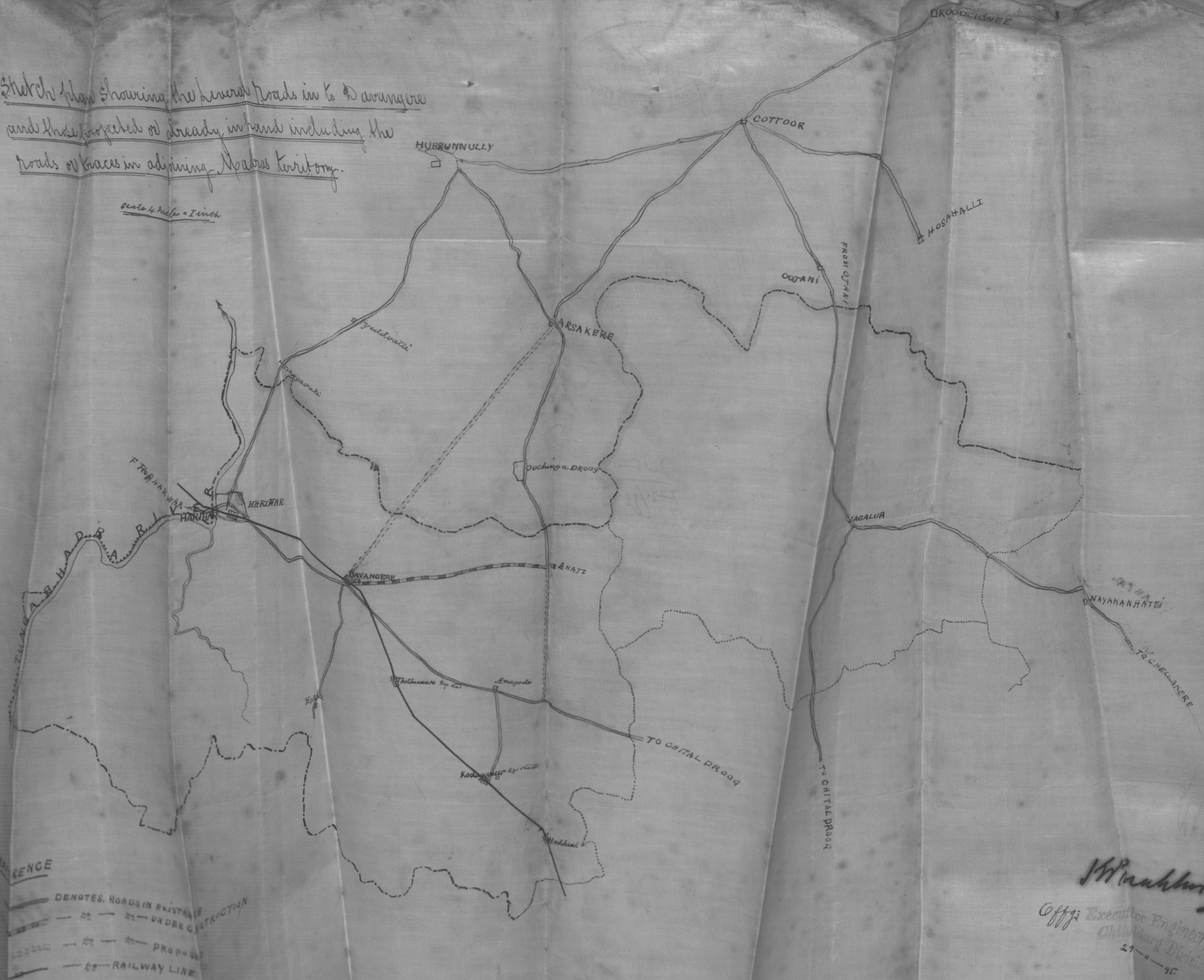
—

/ True Copy /

T. Subba[illegible]
for Secretary.

# Sketch plan showing the several roads in to Davangere and those projected or already in hand including the roads or traces in adjoining Madras territory.

Scale 4 miles = 1 inch



Offg. Executive Engineer, Chitaldurg Division

29 — 11 — 95.

2/848 M 90

A1

Pro: of the Board of Revenue

No 1852 Rev dt/14-4-96.

# Railways.

Mysore P. W. Department.

To, The Dewan of Mysore for orders.

During the tour I made with the Traffic Manager of the Southern Mahratta Railway last October, to see what could be done to improve and augment traffic on the Mysore State Railway, it transpired that the Davengere people are very anxious for direct communication with Kottur, a large Cotton growing Centre in the Ballary District, via Todur, Kenchikere, Sattur, and Mayanhalli, 18 miles in length, of which 14 lie in British Territory and traverse black soil and four miles lie in Mysore and traverse hard soil.

2. A road already exists via Harpenhalli and Harihar and a new Road has been made from Kottur via Arsekere to our Oochangidroog frontier, the extension of which, in Mysore limits

limits to Arajee, has, I believe, been stopped, no doubt for very good reasons.

3. The Davangere Cotton Merchants assert that on account of their great detour, neither of these roads are used by Kittur ryots who, from their position, have the option of the Bellary, Devangere and Bangalore Markets and transport the raw materials in their own Carts.

4. At present 2 to 4 lakhs of Rupees worth of raw Cotton goes from Kittur to Devangere annually and the proposed direct road, mentioned in para 1, alone, is asked for, in order to secure and augment this traffic in the future.

5. It appears to be desirable in the interests of the Cotton merchants of this State and also of improvement of that class of traffic on the Mysore State Railway, that the proposal be investigated in the General Branch of the Public Works Department in Communication with the Collector

of

Bellary.

+ + + +

Dated 22.5.93
Bangalore.

(Signed) H. Graves,
Joint Secy: to Govt. of Mysore
for Railways.

(Copy)

Henry Clarke
Registrar, Resident's Office.

OWS-1
2291/96

MEMORANDUM.

BOARD OF REVENUE SETTLEMENT AND RECORDS
28 APR 96

For C. No. 1074L/96

Requested for reference the under-mentioned papers:—

(1) Copy of Revenue Board's resolution on letter from the Collector of Bellary No. 1206 of 2-4-96.

(2). Revenue Board's Pro No. 4038 of 20-12-95

BOARD OF REVENUE MADRAS.
25 APR. 96

Chief Secretariat,
Local and Municipal Department,
24 · 4 · 1896.

V. Raghava Charlu
1st Assistant. for Assistant Secy.

To
The Secretary to the Board of Revenue (Land Revenue).

---

No. 762 Ex 2

From

The Resident in Mysore.

To

The Chief Secretary to the
Government of Madras.

Dated Bangalore, 3rd March 1896.

Sir,

At the request of the Mysore Durbar, I have the honor to forward a sketch shewing the railway feeder road it is proposed to construct from Davengere in the Mysore State to Arasakere in the Bellary district, to connect the line of communication with Kottur, a large cotton growing centre in the last named district and to enquire whether the Government of Madras will open a road from Arasakere to the Mysore frontier (about 14 miles in length). Should such a road be opened, the Durbar are prepared to to Continue it on to Davangere.

2. The necessity for this feeder road is explained in the accompanying extract of a note dated the 22nd May 1893 by the Secretary to the Government of Mysore for Railways.

I have the honor to be
Sir,
Your most obedient Servant,
W. M. Young
Resident.

---

Refce tom

Furnished

J. Sarabhalingam [illegible]
For Secretary

Recd of the
Settt re Dept
[illegible] 29.IV.96

Transferred to the
Settlement Department,
[illegible]
27.4
For Secretary

Rfw Board office
Land Reve
Madras 27th apl 96

To the Assistant Secretary,
Chief Secretariat
Local & Municipal Dept,

1852 Ref 3014

CURRENT No. 2291

Local & Municipal Dept.

CURRENT No. 848 L

Encls: 2 (Itlan)

Recd: 6.3.96

No. 1457 Cd/14th March 1896

Transferred to the Local and Municipal Department ~~for~~ disposal.

UNDER SECRETARY 17 MAR 96 PUBLIC ETC D.

C. H. D. Bruton.
for Ch. Secy. to Govt.

CHIEF SECRETARY 5 MAR 1896 GOVERNMENT OF MADRAS

---

No. 404

TO BE RETURNED WITH REPLY.

Referred to the District Board, Bellary, for early report.

31.3.

(By order)
W. W. Phillips
Ag Assistant Secretary.

V. R.
26/3/96

Fort St. George }
30th March 1896 }

A2 5/3
20/3

To The President, District Board, Bellary

1074 L/96

---

Dis No. 283

**BELLARY DISTRICT BOARD OFFICE.**

Dated { 9th April 1896.
Despatched 11th Do

J. H. A. Tremenheere Esqr.

*From*

COLLECTOR AND PRESIDENT DISTRICT BOARD,
**BELLARY.**

Local & Municipal Dept.
CURRENT No. 1074 L

*To*

THE CHIEF SECRETARY TO GOVERNMENT,
LOCAL AND MUNICIPAL DEPARTMENT,
**MADRAS.**

SIR,

As required in Government Memorandum No. 404, dated 30th March 1896 I have the honour to report on the proposal of the Mysore authorities that a road should be constructed from Arasikeri (Harpanahalli Taluk) to the Mysore frontier near Davanagiri, so as to connect the latter town with the important mart of Kotturu (Kudligi Taluk).

2. I regret very much to say that the District Board is entirely without funds for constructing 12 miles of road in black cotton soil as suggested

or

for maintaining any new length of road. I need not enlarge upon this point, as Government are fully aware that the District Board is so poor that its present roads cannot be even creditably kept up, and that to avoid a deficit it has actually been obliged to close some dispensaries and starve its Educational fund.

3 The inability of the District Board to open this new road is however of the less importance, because in my opinion a line of railway should connect Davanageri, Kottur and Hospett. I have already reported in my letter No 1206 (*) dated 2-4-96 to Board of Revenue that such a line would probably prove remunerative, and is necessary as a protection against famine for this portion of the Bellary District.

(*) Copy Enclosed

I have the honor to be
Sir
Your most obedient Servant

for President

Dis No 1206
2-4-96

Bellary Collector's
Office
Dated 2d April 1896

To

The Secretary to the Commissioners
of Revenue Settlement &c
Madras

Sir,

In reply to Board's Proceedings No 6403 dated 20th December 1895 enquiring what extension of Railway Communication for protective purposes appear necessary or desirable, I have the honor to recommend as desirable for trade and necessary for famine protection a line from Hospet to Devanageri on the Mysore State Railway near Harihar.

2. **Trade**. Hospet (or rather Chitwadigi –

through which the lin ould run) is the market for all such produce of the western half of the District as seeks an outlet on the Bellary Railway. Naraindevarakeri, 8 miles is an important place, the seat of the District Munsiff for the Western Taluks. Kottur, 26 miles further, is one of the most important trading centres in the whole district; its annual export of cotton to Davanageri alone is estimated by the Mysore authorities at 4 Lakhs; and it is the entrepôt of the three western Taluks: in this neighbourhood the line will tap the enormous toddy production of Kudligi now carted into Bellary. Fourteen miles further is Arsikeri – a jaggery centre –; 12 miles further the district boundary (in all 60 miles in Bellary district) and 5 miles beyond that, Davanageri. From

a commercial point of view the line has a very fair chance of success; there are no rivers to cross and construction might be very cheap.

3. Protection of Famine: There have been famines in the district in 1824; 33; 54; 66-7; 76-8; 91-2; roughly speaking every ten years. The three western taluks (Hadagalli, Harpanahalli and Kudligi) have very bad, unmetalled roads without bridges or culverts – the Statistical Atlas being incorrect in this respect. In times of famine it is very difficult to throw grain into this area, the Railway Stations of Hospet and Harihar being nearly 70 miles apart. In fact, large tracts are over 40 miles from a railway. In the famine of 1876-8 this western

portion

portion of Bellary was the first to suffer: the proposed line would cut this portion in half. I regard it as essential for the protection of the District.

4. The other particulars required by the Government of India are given below;

| | | Harpanahalli | | Kudligi |
|---|---|---|---|---|
| i | Population per mile | | | |
| | (a) Rural — | 83 | | 100 |
| | (b) Total — | 134 | | 109 |
| ii | Percentage of area cultivated (including 2nd crop cotton) | 49·4 | | 30·6 |
| iii | Percentage of Cultivation irrigated from | | | |
| | (a) Canals — | a | — | a |
| | (b) Permanent wells | 0·27 | — | 2·48 |
| | (c) Other sources of irrigation | 1·75 | — | 3·12 |
| iv | Average rainfall for 5 years ending with 1895-96 | 23·39 in | — | 29·21 |
| | Maximum rainfall (1893-94) — | 35·08 | — | 42·95 |
| | Minimum " 1891-92 | 10·52 | — | 9·60 |

I have &c

(Sd) H Fremantle
Collector

(True copy)

Ch— for President

4/10744/96

## LOCAL FUND DEPARTMENT.

BELLARY DISTRICT BOARD OFFICE.

Dated 11 April 1896 No. 283

Local & Municipal Dept.
1074 L

To
The Chief Secretary
to Government,
Local & Municipal Dept.,
MADRAS.

Enclosure. 4

Received 13 APR. 96

Subject.

Submitting report called for in Govt Memorandum No 404 dated 30-3-96

(For orders)

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Cur. Nos. 848 and 1074 L

W. M.

For Orders

The first current contains a request from the Mysore Govt. for the construction of a road from Arasikeri to the Mysore frontier (12 to 14 miles) which is to be continued by that Govt. to Davanagiri (Ry. Station) (4 miles), so as to open up the town of Kottur, a great cotton centre. The Bellary Dt. Bd. however decline to make this road for want of funds, & the Pres.t at the same time draws attention to the fact that he has made a proposal (copy enclosed) for the construction of a railway from Hospet to Davanagiri through Kottur, which will obviate the necessity for such a road. Submitted that the ~~[illegible]~~ Mysore Govt. may be informed that owing to want of funds the Dt. Bd. are unable to undertake the construction of the proposed road, & that Govt. is not prepared to construct it from Provincial funds, especially as there is a proposal to construct a railway through that country.

WWS
5.5.96

The opening up of this road would no doubt benefit trade but the greater – the very much greater – part of the benefit would go to Mysore which would have to pay it to construct only four or five miles of road on its own hand against the 17 or 18 miles in British territory on black cotton soil which is the very worst for road making. It would seem but fair that if the road is made the Mysore Govt. should contribute something towards it. Admittedly the Dt. Bd. is much too hard up to allow of its constructing a road such as is required and keeping it

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G.
25 A.
1,000–21-3-96.

DEPARTMENT

C. No.

FOR ORDERS.

up. The amendment of the L F Acts and the grant of aid from Provl. funds ~~may~~ would put the finances of the Bellary Dt. into better condition but it will be some time before anything in the way of improving them can be done.

A railway is I believe the cheapest and most effectual way of dealing with a black cotton soil country and there can be no doubt as to its immense superiority over the best road that was ever made in time of scarcity. The scheme sketched by the Coll.r seems to be a very promising one and it seems desirable until ~~this~~ ~~adoption~~ has been considered not to have anything to say to the ~~question of the other~~ road proposed. The present plea of no funds is a very sufficient one. By the time that the Local Bd. may be better off the question of the suggested railway will have been disposed of one way or another

9/5/96

I agree with the C.S. & may add that it seems hardly reasonable that by far the larger part of the expense of diverting trade away from British territory should be thrown on this Govt.

11/5/96

Proposed road from Arsikere
to Mysore frontier

FOR ORDERS.

H. M.

C 11/5

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[G./24.]
1,000—15-11-95.

DEPARTMENT.

Papers to be read in proceedings :—

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. 848 L of 1896, dated 11th March from P. W. D.
" " 1074 L " 1896, " 11th April, " Pres. Dt. Bd. Bellary
" " " 189 , " , "

~~ORDER.~~ Letter No. 874 misc d/ 21. 5 - 96

To the Resident in Mysore.

Sir,

I am directed to acknowledge the receipt of your letter No 762 d/ 3-3-96 & in reply to inform you that ~~this Govt. regrets that it~~ the Bellary Dt. Bd is unable ~~to as~~ for want of funds to construct the proposed road from Arasikere to the Mysore frontier. ~~There is at present~~ A ~~proposal~~ suggestion ~~under consideration~~ to construct a railway through the tract of country in question, is at present under consideration & pending the decision of this matter this Govt. is not prepared to construct the road out of Provincial funds. I am further to add that H. E. the Govr. in Council thinks that it is hardly reasonable that by far the larger part of the cost of diverting trade away from British territory – a result which would be achieved by the construction of a road from Arasikere to Davangere – should be met by this Govt.

(From orders)

W. W. F.
13.5.96

18/5/96

Despd. 23/5/96

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Road from [illegible]

[illegible]

107L

## FROM ORDERS.

8742

C. S.

Issue
18/5

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When given for copying
When copied
When examined
When signed
189 .

Read again G.O., No.          dated
189 ,

|  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| Current No. |  |  |  |  |  |  |  |
| Enclosures to C. No. |  |  |  |  |  |  |  |
| Order of Government .. .. .. | A | A | A | A | A | A | A |
| Letter of Government. |  |  |  |  |  |  |  |
| Statement with ditto. |  |  |  |  |  |  |  |
| Papers not filed up, being meant for despatch in original. |  |  |  |  |  |  |  |

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