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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2461 Press / ~~Mis.~~
329-330

Dated 18 10 1892.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 18th October 1872.

No. 329. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th October 1872, No. 535 :—

WITH reference to the Order of Government No. 122 of the 12th August 1872, I have the honour to state that the preparation of the monthly memorandum of Capital Account for any one month is dependent upon the receipt from the Examiner of Railway Accounts of the returns marginally noted for that month. These returns, Captain Moberly states, it is impossible to furnish until the Railway Journals are written up, which cannot be done before the first week of the third month after that to which the transaction relates.

Advances from the Treasury on Capital Account.
Refunds into the Treasuries on do.
Transfer debits to Capital from Revenue.

No. 330. ORDER THEREON, 18th October 1872, No. 2,461.

RAILWAY, No. 51.

ORDERED that the Home Government be addressed on the subject of this letter.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

RAILWAY DEPARTMENT. 6 Jo 3 Copies 25-10-72 CONSULTING ENGINEER'S OFFICE. 2

No. 535.

From Lieut.-Colo. I. H. M. Shaw-Stewart R.E.

Consulting Engineer for Railways,

To Colonel. J. W. Walker R.E.

Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to the Order of Government No. 122 of the 12th August 1872, I have the honour to state that the preparation of the monthly memorandum of Capital Account for any one month is dependent upon the receipt from the Examiner of Railway accounts of the returns

returns marginally noted, for that month. These returns Captain Moberly states it is impossible to furnish until the Railway Journales are written up, which cannot be done before the first week of the third month after that to which the transaction relate.

I have the honour to be,
Sir,
Your most Obed[t] Serv[t],

Madras
7 October
1872.

Mun[o] Stewart Lieut Col[o] R.E.
Cons[g] Ens[r] for Railways

Advances from the Treasury on the Deposits into the Treasuries on account of Bangalore debits to Capital from Revenue.

3

RAILWAY DEPARTMENT.

No. 6 of 1872.

TO THE RIGHT HONOURABLE
THE SECRETARY OF STATE FOR INDIA.

My Lord Duke,—We have the honour to acknowledge the receipt of your Grace's despatch of the 6th June 1872,

Procs., No. 2,461, dated 18th October 1872.

No. 2, calling attention to the delay that occurs in sending home the monthly accounts relating to Guaranteed Railway Companies in this Presidency, and to state that instructions have been issued that no avoidable delay should be allowed in future. Our Consulting Engineer, however, represents in the

* No. 535, dated 7th October 1872.

letter* of which we beg to enclose a copy that it will be impracticable to prepare the statements before the early part of the third month following that to which they relate.

We have the honour to be,
My Lord Duke,
Your Grace's most obedient,
and humble servants,

Ootacamund,
25 October 1872.

Exd. S. T. Austin.

PROPOSED EXTENSION OF THE MADRAS RAILWAY

FROM

BELLARY TO GUDDUCK.

MEMORANDUM BY MR. STRANGE.

COLONEL DICKENS, the Secretary to the Government of India, Public Works Department, writing on the 3rd ultimo, to the Secretary to the Government of Bombay, P. W. D., states, that, consequent on the Bombay Chamber of Commerce having resolved to memorialise the Secretary of State for India, praying that the sanction to the proposed Railway from Carwar to Gudduck may be delayed, His Excellency the Governor General in Council has been pleased to suggest, that a Committee be appointed in Bombay with the object of fully investigating the estimated returns on the proposed Railway, "both considering such a line as an isolated Railway, and also taking into account the extensions to the north, east, and south, the construction of which may be held to be sooner or later an integral part of the enterprise." And, acting upon this suggestion, His Excellency the Governor in Council, Bombay, has, in his Resolution, under date the 21st ultimo, appointed such a Committee, and indicated to the Members of it the desired scope of their enquiries.

2. I desire to express the satisfaction that I feel at the readiness the Government of India have shewn, in the face of the difference of opinion in Bombay as to the prospects of the projected line, to have the question thoroughly resifted. The subject is one of great interest to the trade of this Presidency, and I am anxious that the question which has been raised respecting the best route, may not be solved without the legitimate claims of both the Railway system and the trade of this Presidency being duly kept in view.

3. I observe that while, on the one hand, a large majority of the Members of the Chamber of Commerce of Bombay are committed to the opinion, that the projected line from Carwar to Gudduck should be abandoned in favor of one from Gudduck to Sholapore, the minority,—comprising, it would seem two firms, who are believed to be already largely interested in the development of the port of Carwar,—have, in an independent Memorial to the Secretary of State, disputed the accuracy of the Chamber's conclusions, and urged that sufficient cause has not been shewn for the proposed delay of sanction to the Carwar to Gudduck project. But no attention has, so far, been given in Bombay to yet a third proposal—that connected with the extension of the Madras Railway from Bellary to Gudduck, and it is to this third and, *prima facie*, least difficult and costly line, that I desire to call attention.

4. I understand that the trace of a line from Carwar, *vid* Gudduck, to Bellary, has been already submitted for the information of the Government in connection with the Carwar-Gudduck scheme; and that the distance from Carwar to Gudduck has been set down at 145 miles, and that from Gudduck to Bellary at 90 miles. The proposed line from Gudduck to Sholapore, would pass through a tract of country which has not yet been surveyed for Railway purposes; but, I believe, that the length of it would

be 185 miles, and that it would cross four large rivers; while a line from Gudduck to Bellary would have only one river—the Toongabudra—to bridge. Apart from the Imperial benefits that are anticipated to result "from opening at least one efficient port on the Western Coast in addition to Bombay;" and regarding the question chiefly from a commercial point of view, as connected with affording an outlet to the Southern Mahratta produce; a choice lies between (1) the extension of the Bellary Branch of the Madras Railway only 90 miles, through an admittedly easy country, to the heart of the Dharwar District: and (2) a branch line from the Sholapore Station of the Great Indian Peninsula Railway 185 miles to Gudduck, or perhaps further, 215 miles to Bunkapoor.

5. It being assumed that the objects Government have in view, are, to bring the Dharwar Country under a railway system at a minimum outlay of Capital on construction, with a fair prospect of moderate dividend: to ensure the produce of the country reaching its final market by the cheapest route: and to interfere prejudicially as little as possible with existing Lines of Railway: it is desirable to compare the cost of construction, the probable traffic, and the promise of dividend of the proposed extension from Bellary, with the arguments advanced in favor of the Sholapore route.

6. As has been already stated, the distance from Sholapore to Gudduck is 185 miles, while that from Bellary to Gudduck is 90 miles. The Sholapore line has not yet been surveyed, and, according to the statement of a well-informed Member of the Bombay Chamber, it will take two years to survey it. If, however, that gentleman's description of the country be a fair one,—and no one seems to have questioned it,—the country is by no means an easy one. On the other hand the line between Bellary and Gudduck has been surveyed by the Carwar Railway Staff; the country is a very easy one, with only one obstacle, the Toongubudra, but that river in this instance presents no great difficulty, as a point has been found where the crossing can be with facility effected. The cost on the narrow gauge principle has been estimated at Rs. 45,000 per mile, which would put the total expenditure on the line at Rs. 40,50,000. Calculating the cost of the Sholapore line to Gudduck at the same rate, an outlay of at least Rs. 83,25,000 would be required; but, in the face of four rivers, numerous nullahs, and small ghauts, it seems probable that the expenditure would reach Rs. 65,000 per mile, or Rs. 1,20,25,000 for the whole line.

7. During the late debate in the Bombay Chamber, to which COLONEL DICKENS refers in his letter under notice, the Cotton produce of the Southern Mahratta Country was given at—

Dharwar	65,000 Bales (of 392 lbs.)
Kulladgee	7,000
Belgaum	3,000
Native Jagheer Land	35,000
Nizam's Country	90,000
	200,000

The present Bellary supply is equal to about 40,000 Bales (of 392 lbs.) the greater portion of which comes from the districts which the New Line would command. Should 20,000 Bales be carried by the proposed extension, 70,000 Bales from the Nizam's country, and 65,000 from the whole of Dharwar Proper, I have a total of 155,000 Bales, or 27,000 tons of Cotton Traffic, of which 20,000 Bales now come over the Madras Railway, leaving the increase to be obtained for that Line by the proposed extension to Gudduck, 135,000 Bales. I may further calculate on the very extensive road traffic now carried on between Bellary, Hospett, and Mondergee, in Grain, Sugar, &c. The Grain traffic would principally be local, but the Sugar traffic from Bellary to Madras would be considerably increased, not only by supplies from Hospett, but also from Soondoor and the Sugar-growing country to the West of it. Ramendroog, the

Sanitarium of Bellary, would also be within a few miles of the Line, and first class passenger traffic might in consequence be reckoned upon. It is advisable, however, to depend chiefly on the goods and native passenger traffic, and as the produce of Hospett in Sugar alone is shown by Cutcherry figures to be 10,000 tons, 23,000 tons may be taken as a very moderate estimate to be added to the Cotton traffic of 27,000 tons, allowing 6,000 tons as through traffic to Madras.

8. In support of this estimate, I may state that MR. J. G. FIRTH, the Tahsildar of Bellary, writing to me under date the 22nd ultimo, communicates the result of his enquiries among the principal Merchants of that town, who have dealings with Dharwar, and towns on or near the road from Bellary to that place; and states that the intermediate traffic from Hospett and Chitwadigi to Mundergi and Dharwar and *vice versa*, is about as large as that from Bellary to Dharwar, and back again; the chief articles of Import and Export being to Bellary, Cotton, Cloths, Groceries, Wheat, (which goes to Madras and Bangalore) Condiments, &c.: and from Bellary, Oil, Sugar, dried Cocoanut, Rice, Dholl, Tobacco, Salt, &c. Further, MR. ABRAHAM, a well known resident of Bellary, writing under the same date, sends the following memorandum of the number of Carts to and from Dharwar for six months, taken from the Accounts of the Toll Contractors, who, as COLONEL DYNELEY, Vice President of the Municipal Commission of Bellary, observes "would necessarily give a number far below what is correct in order that I should lower their contract":—

Memo. of Carts.	Date.	From Dharwar to Bellary.	From Bellary to Dharwar.	Total.	
	1871—October	1,681	1,261	2,942	Each Cart carries about fifty maunds of 26 lbs.
	,, November	1,495	1,147	2,642	
	,, December	1,415	1,061	2,476	
	1872—January	1,821	1,366	3,187	
	,, February	1,259	944	2,203	
	,, March	1,631	1,224	2,855	
				16,305	

9. I compute from these figures that I have thus 50,000 tons at, say, an average of one anna per ton per mile..... Rs. 2,81,250

10. The passenger traffic of the proposed line would also be considerable, a large festival being annually held (besides several minor ones) at the ruins of Humpee, to which pilgrims from all parts of India resort. Bellary also, is a central town that is much frequented by people from the north, on the weekly bazaar days. The Carwar to Gudduck Railway is estimated to yield from passenger traffic Rs. 2,50,000 to Rs. 3,75,000, though the Line to a great extent lies through thick and pestiferous Jungle. The Bellary extension would run through a densely populated country throughout its length, and Rs. 2,00,000 must be a very moderate estimate, seeing that the Humpee festivals alone should yield Rs. 1,00,000. If then the 50,000 tons goods traffic yield only one anna per ton per mile, and the passengers Rs. 2,00,000, I have—

Goods Traffic	Rs. 2,81,250
Passengers	,, 2,00,000
	Rs. 4,81,250
Deduct for working Expenses, 50 per cent.	,, 2,41,250
Leaving a balance of	Rs. 2,40,000

sufficient to pay a dividend of 6 per cent. on the estimated capital of Rs. 40,00,000.

11. But it must be remembered that the construction of the line proposed, should not only be remunerative in itself, but also bring a very considerable increase to the traffic of the existing line of the Madras Railway, in Cotton, Sugar, Grain, Seeds, Piece Goods, Salt, Passengers, &c. It may safely be put at 30,000 tons; and seeing that the Madras Railway can carry grain at 6½ pies at a profit, it may fairly be assumed, that it would not cost them more than that to work the traffic in question. The balance remaining out of the one anna per mile would be profit, and if the extension be credited for making this profit for the Madras Railway, I may add 30,000 tons at 5½ pies per 307 miles, or Rs. 2,64,000 to its own earning as shown before of Rs. 2,40,000, making a total of Rs. 5,04,000, which would shew a return on the actual outlay of 12½ per cent.

12. That the produce of the country would be better carried *vid* Bellary than by any other route, can be shown, by a comparison of distances and existing rates. The distance from Gudduck to Sholapore being 185 miles, and that from Sholapore to Bombay, (including the ghaut allowance) 315 miles, the total length of the line from Gudduck to Bombay would be 500 miles. On the other hand the distance from Gudduck to Bellary being 90 miles, and that from Bellary to Madras 305 miles, making a total of 395 miles from Gudduck to Madras, there is a difference in favor of the Madras route of 105 miles.

Now the present charge for carrying full pressed Cotton from Sholapore to Bombay is per ton	Rs. 25·71
Take the charge from Gudduck to Sholapore proportionately	„ 15·09
We have Rs.	40·80 per ton of 20 cwt.
From Bellary to Madras, the present published charge is	Rs. 19·062
Take the rate proportionately from Gudduck to Bellary	„ 5·625
	Rs. 24·687
Leaving in favor of Madras	Rs. 16·113

13. But the Madras Railway have further, under special arrangement, reduced their rate for full pressed Cotton from Adoni and Bellary to 10¾ pies per ton per mile. Taking this rate over the distance from Gudduck to Madras I have a total charge of Rs. 22·115, or, in comparison with the charge to Bombay *vid* Sholapore, a balance in favor of Madras of Rs. 18·685, or a difference in favor of Madras, that can be taken as applicable to freight, and represents 32*s.* 6*d.* per shpping ton, of 50 cubic feet. To this may be added the difference between Bombay and Madras shipping charges, which are respectively Rs. 1 per bale of 392 lbs. nett, to bring Cotton from the Railway and put it on board in Bombay, and 8 Annas per candy of 500 lbs., to cart from the Railway to the Pier, and put it on board in Madras—a difference equal to 5*s.* 6*d.* per shipping ton: which may be added to the 32*s.* 6*d.* saved in Railway Carriage. A full pressed bale of Dharwar Cotton can, therefore, be delivered in Liverpool *vid* Madras as cheaply as *vid* Bombay, even if it has to pay a higher freight by the former route of 38*s.* per ton of 50 cubic feet.

14. As a rule, however, this difference in freight is much more than Madras requires, and it will necessarily diminish as exports increase; since high freights always rule at small ports and comparatively low freights at large ones. It has been found that during the last twelve months, with our present exports, the average rates in Madras by Steamers and Ships have been 15*s.* over those ruling in Bombay to London and Liverpool; but with the increase of the exports expected from the proposed extension, the difference will probably not exceed 10*s.* between the two ports.

15. On all that portion, therefore, of the Dharwar Cotton Crop that finds its market in Liverpool, or London, there will clearly be a very considerable advantage in the route *viâ* Madras.

16. It may, however, be advanced that a portion of the Dharwar crop is wanted on the Continent, especially in Russia, and that Madras offers no facilities for such shipments, whereas from Bombay communication with the Continent is regular and constant. It is impossible to obtain statistics of shipments of any particular description of Cotton to the Continent, but the following figures give particulars of shipments of all descriptions from Bombay from 1st January to 31st December 1871:—

G. Britain.	Other European Ports.	China.	Total.
Bales 798,527½	339,414	52,782½	1,190,724

And the following give the distribution of Exports of Cotton from Bombay during the six months ending 30th June, 1872:—

Great Britain	94,063½	5,61,945 bales.
Havre	43,928	
Bremen	41,241	
Trieste	18,106	
Odessa	10,481	
Genoa	9,177	
Venice	4,571	
Marseilles	3,050	
Amsterdam	1,503	
Naples	200	
Barcelona	1	
		2,26,321½
Leghorn		19,579
China		
Total...		8,07,845½

It will be seen how heavily the receipts of Great Britain preponderate, and even if I assume every bale shipped to Odessa to be Dharwar Cotton, finding its way to Russia to meet the heavy demand said there to exist, we only dispose of 30 per cent. of the crop. But it is probable the extent of the trade with the Continent has been much exaggerated, and that in our time at any rate, we shall not see the Liverpool trade much diminished by direct trade between India and the Continent. The Continental markets are all comparatively small, soon glutted, and not to be depended on, and the arguments lately used in favor of Bombay against Carwar and other similar ports as centres to which produce should be drawn, apply equally in favor of Liverpool against the other smaller markets of Europe as centres through which produce should be disposed of. It may, therefore, be fairly assumed that a very large proportion of the Dharwar crop will always find its way to Liverpool, and the remainder to the Continent. With that balance I have now to deal.

17. As has already been shown, this balance can, with the rest of the crop, be brought at less expense to the seaboard at Madras than at Bombay, and there is no good reason why it should not be as advantageously carried by Steamer from Madras as from Bombay. But if it be found that Steamer freight cannot be easily obtained in Madras, we can still meet the case by allowing the Continental supply to find its way by rail *vid* Bellary to Bombay, and so on through its present channels. The distance from Gudduck to Sholapore and thence to Bombay, has been shown to be 500 miles—the distance from Gudduck to Bombay

vid Bellary is 655 miles—the difference therefore against the Gudduck to Bombay route *vid* Bellary, is 155 miles.

The charge for carrying Cotton from Gudduck to Bombay *vid* Sholapore has been estimated to be	Rs.	40·80
The charge for carrying it *vid* Bellary would be	„	48·75
Showing a difference in favor of the Sholapore route of	„	7·95
Now on that proportion of the crop intended for Liverpool it has been shown that the Madras route shows an advantage of	Rs.	18·685
Add saving shown in shipping charges 5*s.* 6*d.* per shipping ton equal to per ton of 20 cwt.	„	3·16
	... „	21·845
Deduct 10*s.* for assumed difference in freight equal to per ton of 20 cwt....	„	5·75
And a net advantage appears of...	„	16·095

The question is consequently, whether the Sholapore Branch shall, in the interests of Cotton be constructed in order to secure an advantage of Rs. 7·95 per ton on the percentage of the Crop destined for Continental markets, or whether the Madras extension shall be made to secure an advantage of Rs. 16·095 per ton on the bulk of the Crop, which must inevitably be drawn to the Liverpool and London markets.

18. It may be argued against these figures that the rates taken on the Bombay and Madras Lines are not the same, and that if identical rates were calculated upon, the result would be different. It would no doubt be so, but Madras would still show to advantage. It is not however just to take identical rates for the following reasons. The two proposals from Madras and Bombay comprise the extension of two existing Lines: the Carwar proposal is for a New Line entirely. The existing portions of the Bombay and Madras Lines were made for reasons apart from Cotton, and whether they pay or not, is no part of the present question; but before any new Line, or extension of an existing one can be sanctioned, it must be shown, according to the principle laid down by the Government of India, that it will pay. Now the proposals from Carwar and Bombay involve the construction of double the length of new Line suggested from Madras, and their estimated through rates are affected accordingly. It has been assumed that the Great India Peninsula Railway would charge the same rate from Gudduck to Sholapore as they now do from Sholapore to Bombay, but it is doubtful whether the traffic would return a fair dividend on the large outlay which would be necessary to construct 185 miles of Railway through a reputedly difficult country. A Member of the Bombay Chamber does not think so, neither does COLONEL TREVOR, for both their estimates are higher than the figures given above. Neither a lower rate on the Bombay line, nor, a higher one on the Madras route should therefore be calculated upon. Over 305 miles of the entire length of the latter, the existing charge has been taken, and over the remaining 90, it has been shewn that so low an average rate as one anna would pay a handsome dividend.

19. One other argument advanced by the Bombay Chamber remains to be noticed. Two or three Members laid stress on the fact that 3,000 to 4,000 bales of Cotton had been sent by a Madras firm from Adoni to Bombay in preference to Madras. This Cotton was sent in execution of Bombay orders based on samples of the crop. These orders came only before the Bombay monsoon broke, at a time when Bombay freights happened to be much below those from Madras, much below the average shown to exist, they were sent and executed in a short period of time, and they were not followed by others. To establish an argument in favor of the Bombay route, the Bombay merchants should be prepared to show that their demand draws a continuous supply from the Adoni market, rather than content

themselves with quoting a solitary instance. To give force to their argument they must show that the demand from their market is regular, the isolated requirements of individuals being no criterion. That Cotton will occasionally go from Madras Cotton fields to Bombay, is probable enough; but that an equal amount of Bombay Cotton from the fields supplying Sholapore, have in the past, and will in the future, travel to Madras, may be regarded as certain. These spasmodic divergencies of the produce of contiguous cotton fields must periodically happen, but they can never be advanced as arguments in favor of any particular route. A statement made in the Bombay Chamber that a merchant can afford to pay Rs. 13 per candy more for Cotton in Bombay than in Madras, is moreover incorrect.

20. Whether it can be shown that a Line from Sholapore to Dharwar would pay appears to ~~this Chamber~~ extremely doubtful, and to secure a dividend, it seems inevitable that a higher rate than Rs. 40·80 per ton would have to be depended on. Accuracy is impossible until the Line has been surveyed and the estimates of Traffic closely calculated; but the following calculations may be taken as approximately correct:—

Sholapore to Gudduck has been shown to be 185 miles, but the projectors of the Line assert that to secure all the Dharwar traffic, it would be necessary to take the Line on to Bunkapore, a further distance of 30 miles—making a total of 215 miles, which is probably within the mark, as the distance by road is 253 miles. (It may here be mentioned that it would not be necessary to take the Bellary Line on to Bunkapore, since it enters the Dharwar country more from the south and taps the Bunkapore and Comptah supplying country before reaching Gudduck.) The distance then from Sholapore to Bunkapore would be 215 miles, which at say £6,500 per mile, would involve an outlay of.....Rs. 139,75,500

Now to compare with the Bellary Line, the traffic must show 12 per cent.

6 per cent. for dividend and 6 per cent. for working expenses.	Rs.	16,77,060
12 per cent. on Rs. 139,75,500 equals.....	„	3,00,000
Allow for Passenger Traffic.....	„	13,77,060
Leaving for Goods.....		

The Cotton produce of the Southern Mahratta country has been shown to be 200,000 bales, and allowing that every bale is carried over the Line we have of

Cotton Traffic.....	Tons	35,000
Allow for other Traffic.....	„	30,000
	Total Tons...	65,000

On which has to be charged Rs. 13,77,060.		
Equal to an average rate of per ton.....	Rs.	21·19
Add present charge from Sholapore to Bombay.....	„	25·71
We have an average through rate of.....	„	47·90

If this be found to be the rate which must be charged to make the Railway pay, the Line will show to still greater disadvantage in the interests of Cotton when compared with the route *vid* Bellary.

21. Instead of there being a difference against Bellary on the portion of the crop destined for the Continent, which it may be found necessary to ship from Bombay of Rs. 7·95, there will be a difference of only ·85 per ton, and on the larger portion of the crop destined for the United Kingdom, the difference in favor of the Bellary route, will be increased to Rs. 23·195 per ton of 20 cwt.

22. It would be easy for me to multiply arguments in favor of the early commencement of the suggested extension of the Madras line to Gudduck. It has been stated by the two dissentient Bombay Firms in their Memorial to the Secretary of State, that besides the direct returns from traffic on the proposed Carwar to Gudduck Railway, the advantages that will accrue to the Government from its construction will include a larger return than at present from the Canara forests: a larger revenue than at present from salt, as the Railway will give cheaper transport, and thus increase consumption, and repress smuggling: an increased amount of duty on European manufactures, metals, &c., from the same cause: a saving in moving troops and war materials: and a saving of expense in improving and maintaining the existing roads in that good order that would otherwise be necessary. These arguments, which apply to the Carwar project, also apply to the Bellary to Gudduck extension. Moreover it may be urged,—apart from the favorable prospects of the extension, from a financial point of view, that the most moderate computation of probable traffic justifies,—that the line is in accordance with the policy of the Government, and by no means requires the abandonment of the projected line to the port of Carwar. The political reasons in favor of the Carwar Line are at present held to be subservient to the necessity of proof of financial success; but no political reasons can be urged in favor of the Sholapore extension; on the contrary in Para. 6, of COLONEL DICKENS'S letter of the 3rd ultimo, political reasons are given against it which to some extent favor an extension from Bellary, since the Bellary Line would obviate the necessity of making another feeder to the already overworked Great India Peninsula Railway, in the event of the Carwar Line being finally condemned. It may, perhaps, be some time before Government can finally sanction or condemn the Carwar Line; and the construction, meantime, of the Sholapore Line, in the interest of Cotton alone, would materially lessen the chances of the Carwar Line paying, should it subsequently be decided on as necessary for political reasons. But the immediate construction of the line from Bellary to Gudduck would not have the same effect; for, if the Carwar Line is ever made, it must surely, for political reasons alone, be carried on to join the existing through line. The construction of the Bellary Line will, therefore, be the promptest mode of supplying railway communication to the Dharwar country, and resolve itself into a portion of the Carwar Line, if that Line is ever decided on. The Sholapore Line will probably not be sanctioned, even if satisfactory estimates of construction, and Traffic were before the Government, unless it is proved that no other paying Line can be made to open up the Dharwar country, more in accordance with the military requirements of the country. Such other Line, failing the Carwar Line, can, I submit, be found in the Bellary extension, which while attaining the objects in view, commits the Government to no condemnation of Carwar, involves a minimum outlay on construction, and feeds one of the least worked Lines in India, on which the Government have to make up the guaranteed dividend.

MADRAS, *September*, 1872.

PRINTED AT THE "MADRAS MAIL" PRESS.

Chamber of Commerce

Madras 24th September 1872

From

The Honble A. Mackenzie

Vice Chairman, Chamber of Commerce

To

The Secretary to Government

Public Works Department

Fort St. George

Sir,

I have the honor, by desire of the Chamber of Commerce, to hand you herewith a printed copy of a Memorandum by Mr. A. Strange, a Member of the Chamber, proposing an extension of the Madras Railway from Bellary to Gudduck, as an alternative to the projected line from Sholapore to Gudduck. Mr. Strange has devoted considerable time and attention to the whole question of bringing the Dharwar cotton fields into connection

with the Railway System of India; and the Chamber having considered his minute in General Meeting are satisfied that he has succeeded in making out so strong a case, that further enquiry is called for. They have accordingly resolved to submit the scheme therein suggested for the favorable consideration of Government.

I am therefore to beg you will do the Chamber the honor of placing the Memorandum before His Excellency the Governor in Council, with a view to its being forwarded to the Government of India with such remarks of a general nature upon the proposal that may suggest themselves to this Government. The Chamber venture to hope that His Excellency in Council will deem the subject of sufficient importance to call for the appointment of a Committee of professional men to report upon it for the information of the Supreme Government— such Committee to be independent of the one now sitting in Bombay, "to investigate and report on the estimated returns on the proposed State Railway from Canwar to Guddack"

I have sent you six extra copies of the Memorandum under another cover

I have the honor to be

Sir

Your most obedient Servant

Jamsetjee Jijeebhoy.

Vice Chairman

Public Works Department

No. 1865

Proceedings of the Madras Government

Dated Fort St. George the 16th October 1872

From The Consulting Engineer for Railways.

To The Secretary to Government Public Works Department.

Submitting a memorandum by Colonel H. Strange on the subject of the proposed extension of the Madras Railway from Bellary to Cuddapah.

Read the following letter.

From The Consulting Engineer for Railways, Madras, dated 23rd September 1872.

To The Secretary to Government Public Works Department.

Sir,

I have the honor to submit herewith a memorandum by Colonel H. Strange on the subject of the proposed extension of the Madras Railway from Bellary to Cuddapah.

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

(Sd.) [illegible]

Consulting Engineer for Railways.

Read the following letter from Colonel H. Strange, dated 23rd September 1872.

To The Consulting Engineer for Railways.

Sir,

I have the honor to submit herewith a memorandum on the proposed extension of the Madras Railway from Bellary to Cuddapah.

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

(Sd.) H. Strange

Colonel

Public Works Department

Dated 16th October 1872.

No. 1865

Proceedings of the Madras Government

Dated 16th October 1872.

From The Consulting Engineer for Railways, dated 23rd September 1872.

To The Secretary to Government Public Works Department.

Submitting a memorandum by Colonel H. Strange on the subject of the proposed extension of the Madras Railway from Bellary to Cuddapah.

Read the following letter.

From The Consulting Engineer for Railways, Madras, dated 23rd September 1872.

To The Secretary to Government Public Works Department.

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(Sd.) H. Strange

Colonel

P.W. 1872 Depth
Dis. of Govt Gorlets
No. 4994.

From
The Chairman of
the Chamber of
Commerce

Date d 24
Rec'd 26 Sept
Read 14 Oct 72.
Enc. 1

Submitting a
Memo. by Col. H
Strange on the subject
of the proposed ex
tension of the Madras
Railway from Bellary
to Cuddapah.
No. 2457-2458-2459-18-10-72

No. 228
dated 14 Oct 72

honor to acknowledge
the receipt of your
Govt despatch of
the 6th June 1872, No 2
calling attention to
the delay that occurs
in sending home the
Monthly Accounts re-
lating to Guaranteed
Railway Companies
in this Presidency, and
to state that instructions
have been issued that
no avoidable delay should
be allowed in future.
Our Consulting Engr
has however represented
in his letter of which * No 335 of 7th October 1872.
we beg to enclose a
Copy

Copy that it will be
impracticable to pre-
pare the statements
before the early parts
of the third month
following that to which
they relate.

C.J.S

G.W.V.

Dy. Secy. No 6 0725 dt 25/72.

Fort St. George

Railway Department

Letter to the Right Honorable
the Secretary of State for India.

Dated 25th Octr 1872 No 6 of 1872

Orign & Copy sent per
Overland Mail on the
31st October 1872.

Copy sent to Govt of India
on the 31st Octr 1872.

Forwarding Copy
of Letter from the Engineer
explaining the causes of
delay in the submission
of the Annual Capital
Account of the Railways
in the Madras
Presidency.

Dy. despch. to Engr. dated 25th Octr. No. 647 1872.

No. 4885

Govt. of {1872} Madras.

PUBLIC WORKS.

To

The Consulting Engineer for Railways

Dated

Recd. Encl.

G. O. 18th Octr. 1872. No. 2464.

Nos. 329 & 330

Capital Account (Railway)

Patent orders on letters from the Engr. explaining the delay in the disposal of the Memo. of Capital Account of the Madras Railways.

Acknowledge