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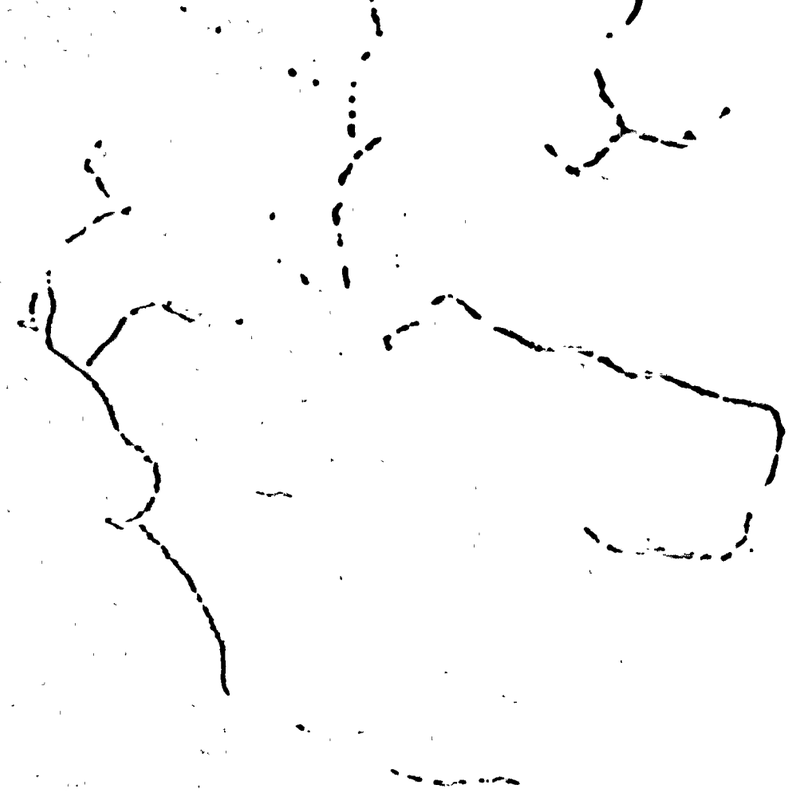
MADRAS RECORD OFFICE

Government of Madras

Public Works. DEPARTMENT

G.O. No.	3066	Press
~~B.P. No.~~ 346-346A 346B 346C	3066A	~~Mis.~~
Dated	20-12-1873	~~195~~ .

Not to be folded or roughly handled



Proceedings of the Madras Government, Public Works Department,
20th December 1873.

No. 316. Read the following letter from the Honourable A. F. BROWN, Chairman of the Chamber of Commerce, to Colonel C. H. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Madras, 21st November 1873:—

THE Proceedings of the Madras Government, Public Works Department, dated 7th ultimo, on the subject of the proposed railway between Bellary and Gudduck have been referred to me, on the subject of the proposed railway to Gudduck being this, that the Bombay Government should be requested to take it in connection with the further extension to Carwar," His Excellency the Governor in Council is not disposed to move further at present than communicate the expression of the opinions and wishes of the Madras Chamber of Commerce to the Government of India. The Chamber desire me to observe that, so far as their information goes, the present position of this railway question does not appear to them to be quite accurately defined in the above remarks. Though no official communication has been received by the Chamber as to the decision of the Secretary of State on the Carwar Railway Project submitted by the Bombay Government at the beginning of the current year, the Chamber have observed in the Bombay newspapers several statements, none of which have been contradicted, to the effect that the Secretary of State is not yet prepared to sanction the project, and that the services of the staff of Engineers engaged in surveying, etc., were to be employed elsewhere. The Chamber infer from these statements, which would appear to have been accepted by the Bombay public as quite reliable, that the proposed ghaut railway from Carwar is no longer under immediate or serious consideration, and that, in fact, its commencement has been indefinitely postponed.

2. Under these circumstances, the Chamber desire me again to draw the attention of the Madras Government to that part of the project which relates to the extension of railway communication from Bellary to Gudduck. It is noticed with much satisfaction that the Government of India in their letter to the Bombay Government, dated 9th April, have so far recognized the necessity of this extension as to direct that "an estimate of the cost of the railway from Gudduck to Bellary may be prepared and submitted as soon as may appear convenient to the Governor of Bombay in Council, "and the Chamber would be glad to learn whether any and what steps have been taken by the Government of Bombay for giving effect to the orders of the Supreme Government.

3. A perusal of the Bombay Committee's report, as published in the Bombay newspapers, has not satisfied the Chamber that the Bellary to Gudduck Extension has yet received that attention from the Bombay Government which it deserves. The statements and figures set forth in Mr. Strange's carefully prepared memorandum on this railway, which the Madras Government so far approved of as to forward for the favourable consideration of the Government of India, do not appear to have been investigated at all, and indeed the whole memorandum is disposed of by the Bombay Committee in a short postscript to their report, in which it is remarked, "we have expressed an opinion in favor of a railway from

Carwar to Bellary which practically meets the case—" a statement so opposed to the letter and spirit of Mr Strange's proposals that the Chamber find it difficult to believe that the Committee have conducted their inquiry with that completeness and impartiality necessary to enable the Government of India to [illegible] the best means of extending railway communication at no distance [illegible] re, the question is one closely affecting the commercial dealer about Rupees thereon, but the Chamber have not only never been consulted in it or Europe. The whole of the Government of Bombay, the Government of India, and the Insurance has not even been forwarded to the Chamber for their information. The Chamber regret to observe that a similar forgetfulness has been displayed towards the Madras Government; for Colonel Shaw-Stewart, R.E., the Consulting Engineer for Railways, writing to yourself on the 2nd September last observes: "adverting to the Order of Government, dated the 18th October 1872, No. 2,457, I have the honour to state that the submission of any remarks upon Mr Strange's memorandum regarding the proposed extension of the Madras Railway from Bellary to Gudduck has been postponed until now from the expectation that the information gained by the Carwar Railway staff, together with the estimates and surveys of the alternative routes, would have been available by this time." As the Bombay Committee's report was published in extenso in the Bombay papers so long ago as April last, it is difficult to understand why it could not have been communicated to Colonel Shaw-Stewart before now; and the Chamber are constrained to say that this circumstance, coupled with the superficial and equivocal criticism bestowed by the Committee on Mr. Strange's memorandum, shows a marked want of consideration for the interests of this Presidency. Indeed, the Chamber are more than ever convinced that the Madras Government should, as the Chamber suggested in their letter of the 21th September 1872, have appointed an independent Committee of professional men to report, for the information of the Government of India and the India Office, on the advantages and financial prospects of an extension of the Madras Railway from Bellary to Gudduck. Whether as regards Imperial or local interests, the Chamber are very strongly of opinion that this inquiry should be undertaken without further delay, and they do not hesitate therefore to repeat their recommendation to this effect. Such an inquiry seems all the more necessary now, as there is reason to fear that since the Secretary of State hesitates to sanction the ghaut portion of the Carwar Railway, the financial results of which, as appears from the Bombay Committee's report, are confessedly precarious, the Bombay Government may no longer feel disposed to survey and furnish the estimate of an extension from Gudduck to Bellary which has been called for by the Government of India. The Bombay Committee, it is observed, simply regard that extension as a portion—and that not an important one—of the Carwar scheme, whereas the Chamber contend that the extension should be considered on its own merits, and in connection with the existing railway system.

4. The opinions held by the Chamber as to the expediency and necessity of this extension are, as you will observe, strongly supported by the Consulting Engineer for Railways, who remarks in his letter to yourself, dated the 2nd September, "I can only state that my opinion is, and always has been, in

favor of an extension of the Madras Railway system from Bellary westwards to Hooblee and Carwar, passing through Gudduck." Colonel Shaw-Stewart adds that in his report, dated 15th July 1868, (a copy of which, together with the Proceedings of Government thereon, almost wholly unknown to the Chamber would be glad probability of getting return cargoes, except for about the Dharwar cotton fleet, and then only in small quantities ships would have were discussed, arose of going elsewhere for their return cargoes, and the owners from Bellary would require to be remunerative was also outward freight for such concession or the like we believe we are Railway Company, we quote the opinion endorsed by the Government. Finally, Colonel Shaw-Stewart sees no reason now for altering the opinions he expressed in 1868, and seems more than ever persuaded that the extension from Bellary into Dharwar should be made on a 5½ feet and not a narrow gauge—an opinion in which the Chamber fully concur. Colonel Shaw-Stewart's opinions are all the more valuable inasmuch as they were expressed long before the extension from Bellary was felt to be a commercial necessity. Before the completion of the Bellary Branch Railway little or no Dharwar cotton found its way to Madras, but since the opening of that branch a traffic has sprung up and is developing with a rapidity which promises the most satisfactory results both to the Madras Railway and to this port. To give you an instance of the growth of traffic that may, the Chamber believe, be fairly expected in the future, I may mention that the shipments last year of saw-ginned Dharwar cotton from this port did not exceed 500 bales, whereas this year they have already reached nearly 8,000 bales. It must be remembered that this cotton in finding its way from Dharwar to Bellary has to traverse about 100 miles of country, a great portion of which may be described as roadless and unbridged. It may, therefore, be inferred how readily the Dharwar ryots would avail themselves of a railway to Bellary, especially during that period of the year when shipping operations are stopped on the Western Coast by the violence of the south-west monsoon. Bellary already possesses two large steam cotton press establishments, and two others are in course of erection—a circumstance which should go far to assure the Government that the local mercantile community at least have good reason for believing that Bellary will become the principal cotton depôt for supplying this port. Even supposing that the proposed extension did not carry cotton, it must be admitted that the other traffic between a populous-trading town like Bellary and a well-cultivated district like Dharwar would be very considerable, and that consequently the railway would start with advantages which we look for in vain in connection with some of the lines now under construction. As there can be no reasonable doubt, however, that the railway would bring a large portion of the Dharwar crop to Madras, it is obvious that the line has unusual prospects of proving a remunerative work. The Chamber have good reason to know that, even without the railway, all that is necessary to ensure increased shipments of Dharwar cotton from Madras is the knowledge of the fact in the home markets that this cotton can be shipped as cheaply at Madras as on the Western Coast, and above all at a season of the year when shipping operations on that coast are attended with insuperable difficulties. As a matter of fact, it has been shown this past season that Dharwar cotton can even now be brought to Madras and shipped to London, Liverpool, or any Continental Ports at

prices which compare favorably with those ruling in Bombay, and it may be fairly assumed therefore that with the advantage of railway communication between Bellary Common toward[illegible] closed harbour at Madras—a work which, it is hoped [illegible] impart[illegible] and [illegible]—the shipments of Dharwar cotton [illegible]rnment of India [illegible]on[illegible] at no distan[illegible]mber understand that at [illegible]nding railway comm[illegible]arwa[illegible]very considerable. The [illegible]ton to convey his [illegible] closely affecting t[illegible]e[illegible] cotton dealers about Rupees [illegible] Gudduck to Carwar [illegible] have not only new port, estimated ship it for Europe. They [illegible] part[illegible]s corresponded to Rupees 37 per [illegible] with Madras Price [illegible]

	Rs.
Railway to Carwar	20 per ton.
Steamer to Bombay, including Insurance...	17 ,,
	37

showing a saving on present transport charges of Rupees 22 per ton. On the other hand, with the railway from Gudduck to Bellary, the dealer's transit charges in getting his cotton to port would, even after allowing 10 *s.* extra for difference in Bombay and Madras freights, be reduced to about Rupees 30 per ton. The importance of this saving will be made clearer by my stating that it represents $\frac{1}{16}$ *d.* per lb, or is equal, on a crop of 150,000 bales, to an annual burden of Rupees 7,65,000. So long as Dharwar cotton can be shipped at Madras cheaper than at Bombay, there can be little doubt as to which port would receive the bulk of the cotton; and when, in addition to this consideration, it is borne in mind that the 90 miles of broad-gauge railway between Bellary and Gudduck could be constructed for about £400,000, whilst the lowest estimated cost of a narrow-gauge line between Gudduck and Carwar is fixed at £1,100,000, there can, it seems to the Chamber, be no longer any ground for questioning that the Bellary to Gudduck Extension would be the simplest, cheapest, and most expeditious way of providing Dharwar with the advantages of a railway.

5. The Chamber observe that the Bombay Committee express an opinion that the proposed Carwar Railway could be more economically made with Carwar as a sea-base than from the Bellary and Madras side. The Chamber, however, venture to assert that this impression is erroneous, more especially as regards the section of the railway between Bellary and Gudduck. The distance from Madras to Bellary being 305 miles, and from Carwar to Gudduck 145 miles, there is a difference in distance of lead of 160 miles, but since the rate charged for materials for construction is only 4 Pies per ton per mile, the extra charge, were the line commenced from Bellary, would amount to only Rupees 3-5-4, or about 6 *s.* 6 *d.* per ton, to compensate for which a very considerable saving in outward freight from England would be effected. Rates of freight are not entirely influenced by geographical position, since the outward charge to Calcutta is known to be far less than to any other port in India; and so far as the relative merits of Madras and Carwar are concerned, the Chamber would call your attention to the following extract of a letter from Messrs. I. and R. Grant, a well-known firm of London shipowners, who have been asked for an opinion on this question. They write:—

"In reply to your favor respecting the difference in outward freight to the ports of Madras and Carwar respectively, we would beg to state that if you assume

the average rate of freight to Madras to be about 25 *s.*, the rate for Carwar would be about 20 *s.* to 25 more, say 45 to 50 *s.* Madras being a port well-known to shipowners, a port to which they can go at all seasons of the year, and from which they are always sure of return cargo, there is never any difficulty in getting ships to go there. But Carwar being a port almost wholly unknown to shipowners, and from which there is no probability of getting return cargoes, except for about three months in the year, and then only in small quantities, the ships would have to incur the expense of going elsewhere for their return cargoes, and the owners would consequently require to be remunerated by their outward freight for such extra expense, and we believe we are under the mark when we quote the probable rate to Carwar at 20 to 25 *s.* per ton above that to Madras. Sometime ago the Indian Government had a considerable quantity of stores to send from here to Carwar and advertised for tenders, but the prices asked were so high that they considered it more advisable to send them to Bombay and tranship them to Carwar."

The Chamber submit that the above figures demonstrate very clearly from which side the Bellary to Gudduck Extension should be commenced.

6. In conclusion, the Chamber desire me to impress upon the Government that they regard this question of railway extension to Dharwar as one involving important consequences, not only to this Presidency, but to the Indian public generally. It is a question, therefore, that should not be considered in the interests of a few individuals, or of a particular port so much as on public grounds. It seems to the Chamber that the real problem for solution is how to extend railway communication to Dharwar so as to provide the cultivators of that district with a cheap and expeditious means of transporting their cotton to the coast, and at the same time to ensure that the railway shall be moderate in cost, remunerative in its working, and adaptable to other purposes than carrying cotton. The Chamber have every confidence that if this railway question be regarded from this point of view, the extension from Bellary to Gudduck will be found to recommend itself very much above any other line that has yet been under the consideration of the Government of India.

No. 346A. ORDER THEREON, 20th December 1873, No. 3,066.

RAILWAY, No. 47.

ORDERED that copies of this letter be forwarded for the information of the Government of India and of the Government of Bombay. The latter Government have already been reminded, under date the 5th instant, No. 2,928, that the surveys and estimates of alternative lines between Bellary and Gudduck, promised in their letter of 31st October 1871, are still awaited.

2. His Excellency the Governor in Council sees no occasion for the appointment of an independent professional Committee to report on the advantages and financial prospects of a line of railway, which every authority in the Madras and Bombay Presidencies has concurred in recommending. But he will intimate to the Government of India the opinion of this Government that the time has come

India

Proceedings of the Madras Government, Public Works Department,
20th December 1873.

for determination of the question, whether it is to be undertaken irrespectively of the Carwar Railway, in continuation of the Madras Railway and on the same gauge, or whether, as stated in paragraph 3 of letter of the Bombay Government to the Government of India of 9th September 1871, it is to be looked upon merely as one of a system of narrow gauge feeders to the Carwar Railway to be constructed or not according as that main outlet to the sea is brought into existence or otherwise. The Government of India will also be requested, in the event of the former alternative being affirmed, to permit of survey and estimates of the line being made by the officers of the Madras Railway Company; the route adopted being that avoiding the Nizam's Territory, and a more westerly terminus than Gudduck, say Dharwar or Hooblee, selected.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Chairman of the Chamber of Commerce
Corr. Sig. for Railways

PUBLIC WORKS DEPARTMENT.
FORT ST. GEORGE, 20th December 1873.

No. 346B.

No. 3,066A.

From

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 47A.

SIR,—In continuation of the correspondence forwarded for the information of the Government of India, under cover of dockets Nos. 2,457 and 2,458A of the 7th October 1873, I am directed by His Excellency the Governor in Council to submit herewith a letter* from the Chairman of the Madras Chamber of Commerce reviewing the present position of the question of the proposed railway between Bellary and the Dharwar Districts, and urging the importance of immediate measures being taken for the construction of that portion of the line connecting Bellary with Gudduck as a continuation of the Madras Company's system, so as to bring the cotton fields of Dharwar into direct communication with the port of Madras where facilities are shown to exist for conveying the produce to the home markets on terms much more advantageous than can be anticipated at any western outlet yet proposed.

* Dated 21st November 1873.

2. It will be observed that the local Chamber of Commerce reiterate their suggestion for the appointment of an independent professional Committee for the investigation of the advantages and financial prospects of the portion of the line advocated by them; but as there appears to be a unanimous concurrence of opinion among all authorities both in this and in the Bombay Presidency as to the importance of the railway, this step is considered unnecessary, but His Excellency the Governor in Council is decidedly of opinion that the time has arrived for a definitive determination of the question whether the line is to be undertaken irrespectively of the Carwar Railway, in continuation of the Madras Railway, and on the same gauge, or whether, as stated in paragraph 3 of the letter of the Bombay Government to the Government of India of the 9th September 1871, No. P 1 R, it is to be looked upon merely as one of a system of narrow gauge feeders to the Carwar Railway to be constructed or not according as that main outlet to the sea is brought into existence or otherwise. In the event of the former alternative being affirmed, I am to request that the officers of the Madras Railway Company may be entrusted with the preparation of the survey and estimates of the line, which, avoiding the Nizam's Territory, should, His Excellency in Council considers, be terminated at some point more westward than Gudduck, the most desirable being probably Dharwar or Hooblee.

3. I am to add that a copy of the letter from the Chamber of Commerce has been forwarded for the information of the Government of Bombay.

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

Colonel, R.E.,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 20*th December* 1873.

No. 346C.

No. 3,066.P

From

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department.

To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
Public Works Department.

RAILWAY, No. 47B.

SIR,—In continuation of my letter, No. 2,928, dated 5th December 1873, requesting to be furnished with the comparative estimates and trial surveys of the alternative routes selected for a line of railway between Bellary and Gudduck, I am directed by His Excellency the Governor in Council to forward, for the information of the Government of Bombay, a copy of a communication* on the subject which has been recently received from the Chairman of the Madras Chamber of Commerce, and copy also of their Proceedings thereon.

* Dated 21st November 1873.

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

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.
Spare Copies

India

Chamber of Commerce

Madras 21st November 1873

65

From

The Honble A. J. Brown

Chairman Chamber of Commerce

To

Colonel G. W. Walker, R.E.

Secretary to Government

Public Works Department

Fort Saint George

Sir,

The Proceedings of the Madras Government Public Works Department dated 7th ultimo on the subject of the proposed railway between Bellary and Guddauck have been carefully considered by the members of this Chamber. In the Order of Government on the Chamber's letter of the 14th August it is stated, 'The present position of the question of Railway extension from Bellary to Guddauck being this, that the Bombay Government have in the strongest manner recommended to the Government of India

India that it be undertaken in connection with the further extension to Carwar, His Excellency the Governor in Council is not disposed to move further at present than communicate the expression of the opinions and wishes of the Madras Chamber of Commerce to the Government of India. The Chamber desire me to observe that, so far as their information goes, the present position of this railway question does not appear to them to be quite accurately defined in the above remarks. Though no official communication has been received by the Chamber as to the decision of the Secretary of State on the Carwar railway project submitted by the Bombay Government at the beginning of the current year, the Chamber have observed in the Bombay newspapers several statements, none of which have been contradicted, to the effect that the Secretary of State is not yet prepared to sanction the project, and that the services of the staff of engineers engaged in surveying &c. were to be employed elsewhere. The Chamber infer from these statements, which would

would appear to have been accepted by the Bombay public as quite reliable, that the proposed ghaut railway from Carwar is no longer under immediate or serious consideration, and that in fact its commencement has been indefinitely postponed.

Under these circumstances the Chamber desire me again to draw the attention of the Madras Government to that part of the project which relates to the extension of railway communication from Bellary to Gudduck. It is noticed with much satisfaction that the Government of India in their letter to the Bombay Government dated April 9th have so far recognized the necessity of this extension as to direct that "an estimate of the cost of the railway from Gudduck to Bellary may be prepared and submitted as soon as may appear convenient to the Governor of Bombay in Council"; and the Chamber would be glad to learn whether any and what steps have been taken by the Government of Bombay for giving effect to the orders of the Supreme Government.

A perusal of the Bombay Committee's report, as

As the Bombay Committee's report was published in extenso in the Bombay papers so long ago as April last, it is difficult to understand why it could not have been communicated to Colonel Shaw Stewart before now; and the Chamber are constrained to say that this circumstance coupled with the superficial and equivocal criticism bestowed by the Committee on Mr. Strange's memorandum, shows a marked want of consideration for the interests of this Presidency. Indeed the Chamber are more than ever convinced that the Madras Government should, as the Chamber suggested in their letter of the 24th September 1872, have appointed an independent Committee of professional men to report, for the information of the Government of India and the India Office, on the advantages and financial prospects of an extension of the Madras railway from Bellary to Cuddalore. Whether as regards Imperial or local interests, the Chamber are very strongly of opinion that this inquiry should be undertaken without further delay, and they do not hesitate therefore to repeat their recommendation to this effect. Such an inquiry seems all the more necessary now

more as there is reason to fear that since the Secretary of State hesitates to sanction the Ghaut section of the Carwar railway — the financial results of which, as appear from the Bombay Committee's report are confessedly precarious — the Bombay Government may no longer feel disposed to survey and furnish the estimate of an extension from Cuddalore to Bellary which has been called for by the Government of India. The Bombay Committee, it is observed, simply regard that extension as a portion — and that not an important one — of the Carwar scheme, whereas the Chamber contend that the extension should be considered on its own merits and in connection with the existing railway system.

The opinions held by the Chamber as to the expediency and necessity of this extension are as you will observe, strongly supported by the Consulting Engineer for Railways, who remarks in his letter to yourself dated the 4th September — "I can only state that my opinion is and always has been in favor of an extension of the Madras Railway system from

from Bellary westwards to Hoobley and Darwar, passing through Guddeck. Colonel Shaw Stewart adds that in his report dated 15th July 1868 (a copy of which together with the Proceedings of Government thereon, dated 19th September 1868 No. 2967, the Chamber would be glad to have for reference) the various modes in which the Dharwar cotton fields could be connected with the general Indian Railway system were discussed, and it was clearly shown that upon every ground the extension from Bellary would be the best. An opinion was also given in favor of the concession of the line to the Madras Railway Company, and this opinion was endorsed by the Government. Finally, Colonel Shaw Stewart sees no reason now for altering the opinions he expressed in 1868, and seems more than ever persuaded that the extension from Bellary into Dharwar should be made on a 5'/2 feet and not a narrow gauge — an opinion in which the Chamber fully concur. Colonel Shaw Stewart's opinions are all the more valuable inasmuch as they were expressed long before the extension from Bellary was felt to be a commercial necessity. Before the completion of the Bellary branch

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railway, little or no Dharwar cotton found its way to Madras, but since the opening of that branch a traffic has sprung up and is developing with a rapidity which promises the most satisfactory results both to the Madras Railway and to this Port. To give you an instance of the growth of traffic that may, the Chamber believe, be fairly expected in the future, I may mention that the shipment last year of saw-ginned Dharwar cotton from this Port did not exceed 500 bales, whereas this year they have already reached nearly 5,000 bales. It must be remembered that this cotton in finding its way from Dharwar to Bellary has to traverse about 100 miles of country a great portion of which may be described as road-less and unbridged. It may therefore be inferred how readily the Dharwar ryots would avail themselves of a railway to Bellary, especially during that period of the year when shipping operations are stopped on the Western coast by the violence of the South West monsoon. Bellary already possesses two large Steam Cotton press establishments, and two others are in course of erection: a circumstance which should go far

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to assure the Government that the local mercantile community at least have good reason for believing that Bellary will become the principal cotton depot for supplying this Port. Even in showing that the proposed extension did not carry cotton it must be admitted that the other traffic between a populous trading town like Bellary and a well cultivated district like Dharwar would be very considerable, and that consequently the railway would start with advantages which we look for in vain in connection with some of the lines now under construction. There can be no reasonable doubt however that the railway would bring a large portion of the Dharwar crop to Madras, it is obvious that the line has unusual prospects of proving a remunerative work. The Chamber have good reason to know that, even without the railway, all that is necessary to ensure increased shipments of Dharwar cotton from Madras is the knowledge of the fact in the Home markets that this cotton can be shipped as cheaply at Madras as on the Western coast, and, above all, at a season of the year when shipping operations on that coast are attended with insuperable difficulties. It is

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a matter of fact, it has been shown this year 11a season that Dharwar cotton can even now be brought to Madras and shipped to London, Liverpool or any Continental Ports at prices which compare favorably with those ruling in Bombay, and it may be fairly assumed therefore, that with the advantage of railway communication between Bellary and Dharwar, and a closed harbour at Madras – a work which it is hoped, will be taken in hand at no distant date – the shipments of Dharwar cotton from this Port will become very considerable.

The Chamber understand that at present it costs the Dharwar cotton-dealer about Rs 59/ per ton to convey his cotton to Bombay and there re-ship it for Europe. The Bombay Committee, in para 52 of their report estimate that a railway from Gudduck to Carwar

This cost would be reduced to Rs 37 per ton,

Rail Way to Carwar — Rs 20 — per ton
Steamer to Bombay including Insurance — 17 — do —
Rs 37

thus saving on present transport charges

as the relative merits of Madras and Carwar are concerned the Chamber would call your attention to the following extract of a letter from Messrs. J. and R. Grant, a well-known firm of London Shipowners, who have been asked for an opinion on this question. They write:

"In reply to your favor respecting the difference in outward freight to the Ports of Madras and Carwar respectively we would beg to state that if you assume the average rate of freight to Madras to be about 20s the rate for Carwar would be about 20s to 25 more, say 45 to 50. Madras being a port well known to shipowners, a port to which they can go at all seasons of the year, and from which they are always sure of return cargo, there is never any difficulty in getting ships to go there. But Carwar being a port almost wholly unknown to shipowners, and from which there is no probability of getting return cargoes, except for about three months in the year, and then only in small quantities, the ships would have to incur the expense

of going elsewhere for their return cargoes, and the owners would consequently require to be remunerated by their outward freight for such extra expense, and we believe we are under the mark when we quote the probable rate to Carwar at 20s to 25s per ton above that to Madras. Some time ago the Indian Government had a considerable quantity of stores to send from here to Carwar and advertised for tenders, but the prices asked were so high that they considered it more advisable to send them to Bombay and tranship them over to Carwar."

The Chamber submit that the above figures demonstrate very clearly from which side the Bellary to Guddack extension should be commenced.

In conclusion the Chamber desire me to impress upon the Government that they regard this question of railway extension to Carwar as one involving important consequences, not only to this Presidency but to the Indian public generally. It is a question, therefore, that should not be considered in the interests of a few individuals

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or of a particular Port so much as on public grounds. It seems to the Chamber that the real problem for solution is how to extend railway communication to Dharwar so as to provide the cultivators of that district with a cheap and expeditious means of transporting their cotton to the Coast, and at the same time to ensure that the railway shall be moderate in cost, remunerative in its working, and adaptable to other purposes than carrying cotton. The Chamber have every confidence that if this railway question be regarded from this point of view, the extension from Bellary to Guddack will be found to recommend itself very much above any other line that has yet been under the consideration of the Government of India.

I have the honor to be
Sir
Your most obedient Servant

A. K. Brown
Chairman

P. W. 1873 Depart.
Opinion Govt for Lrs.
No 6387.

From.
The Chairman, Chamber of Commerce.

Dated 21st November 73.
Recd 24th

Desiring to draw the attention of Government to the subject of the proposed extension of the Madras Railway from Bellary to Guddur &c.

No. 3066. 3066A & 3066B. 20-11-73

No 346
Govt Law 74
Rec & Secy 73
2-5-12-73 3 Rec 8-12-73.

397

No 3066 P. P. 15th

Recd that copies of this letter be forwarded for the information of the Govt. of India and the Govt of Bombay - The letter Govt. have already been requested under date the 5th Nov. meet the Sovereign and to. tinuation of alternative lines between Bellary and Guddur, proposed in their letter of 31st October 1871 are still united -

H. E. the G. of C. sees reason for the appointment of an independent Inspecting Committee to report on the advantages and financial prospects of a Line of Railway which every authority in the Madras & Bombay Presidencies has concurred in recommending and Govt he will intimate to the Govt of India the opinion

No 2928

11

: sion of this Govt. that the time has come for determination of the ques: tion whether it is to be undertaken ~~inspected~~ of the Cawnpore Railway, in continuation of the Madras Railway & on the same gauge; or whe: ther, as stated in ~~letter~~ para 3 of the Secretary Govt: of the Govt. of India of 9th Sept: 1871, it is to be looked upon 2252
merely, as one of a system of narrow gauge feeders to the Kamptee Railway to be constructed or not ac: cording as that Main outlet to the sea is brought into existence or otherwise. The Govt. of India will also be requested in the event of the former alternative being affirmed, to permit of Survey and Estimate of the line being made by the Officers of the Madras Railway Company; the route adopted being that avoiding the Nizam's Ter: ritory, and a more Wes: terly terminus than Sad: ras, any Observations of Mr:

: ble, selected - 164

G.H. Walker Lt. R.E.
Secy & Dept -

4-12-73

Mr Chapman
C.E. for info

Secy to Govt 20/12/73
C.E. for info 21/12/73

No. 30663

17

To the Secretary to the
Govt. of India. N.W.P.

Sir,

In continuation of
the correspondence for-
warded for the inform-
tion of the Govt. of India
under cover of Dockets
Nos 2459 and 2458 of
the 7th October 1873; I am
directed by His Excellency
the Governor in Council
to submit herewith a
letter from the Chairman
of the Mauritius Chamber
of Commerce reviewing

the present position of the question of the proposed Railway between Bellary and the Dharwar Districts and urging the importance of immediate measures being taken for the construction of that portion of the line connecting Bellary with Guldock as a continuation of the Madras Company's System, so as to bring the cotton fields of Dharwar with direct communication with the port of Madras where facilities are shown to exist for conveying the produce to the Home Markets on terms much more advantageous than can be anticipated at any western outlet yet proposed.

It will be observed that the local Chamber of Commerce reiterate their suggestion for the appointment of an independent professional Committee for the investigation of the advantages and financial prospects of the portion of the line advocated by them, but as there appears to be a unanimous concurrence of opinion among ~~all~~ authorities both in this and the Bombay Presidency

as to the importance of the Railway this step is considered unnecessary, but His Excellency the Governor in Council is decidedly of opinion that the time has arrived for a definitive determination of the question whether the line is to be undertaken irrespectively of the Carwar Railway, in continuation of the Madras Railway, and on the same gauge; or whether, as stated in para 3 of the letter of the Bombay Govt. to the Govt. of India of the 9th Sept/71. to P.W.D.

It is to be looked upon merely as one of a system of narrow gauge feeders to the Carwar Railway to be constructed or not according as that main outlet to the sea is brought into existence or otherwise. In the event of the former alternative being affirmed I am to request that the Officers of the Madras Railway Company may be entrusted with the preparation of the Survey and estimates of the line, which, avoiding the Nizam's territory should, His Excellency in Council.

considered be terminated
at some point more
eastward than Peddapet
the most desirable
being probably Karimnagar
or Hoobleé.

I am to add that a
copy of the letter from
the Chamber of Commerce
has been forwarded
for the information of
the Government of
Bombay.

Yours

26 L

Respecting the selection of lines
3066 of 1873 - 24/1/74

h 3463

No. 3066 B

To

The Secy: to the
Govt: of Bombay.

Sir,

In continuation of
my letter No 2928 dated
5th Dec/73. regarding to
be furnished with the
comparative estimates
and trial surveys of
the alternative routes
selected for a line of
Railway between Bellary
and Peddapet I am
directed by His Excellency
the Governor in Council
to forward for the in-
formation of the Govt: of
Bombay a Copy of a

MRD
9/1

Communication on the subject which has been recently received from the Chairman of the Madras Chamber of Commerce, and a copy also of their proceedings thereon.

dated 21st Nov/73.

Despatch with Enclosure
No 3066 of 1873. 26/11/74

No 10/1/74
Ch 7 Jany/74

f: 346C

f: 362-64

No. 6387

Govt. of 1874 Madras.

PUBLIC WORKS.

To The Chairman of Chamber of Commerce

To The Secretary to the Govt of India

&

To The Secretary to the Govt of Bombay

Dated

Recd. Encl.

G. O. 20 Dec 1873. No 3066-3066

No 346C

Ci 7 Jany 74