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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2029-30	Press
B.P.—No.		Mts.
Dated	28-7-	6874 -195-

Not to be folded or roughly handled

No. 602. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 8th June 1874, No. 341 :—

ADVERTING to the Proceedings of Government, under date the 28th April 1874, No. 1,078, and to previous papers upon the subject of the proposed extension westwards from Bellary, I have the honor to lay before Government, for their consideration, a letter* from the

* No. 490, 4th June 1874.

Agent of the Madras Railway Com-

pany, accompanied by extracts from a letter received by him from his Board, and by copies of a correspondence which has passed between the Directors of the Company and the Secretary of State.

2. With reference to the 2nd paragraph of their Order, dated the 20th December 1873, No. 3,066, the Government will observe that the Agent has been authorized by his Directors to undertake the making of the survey and estimates of the proposed extension from Bellary if called upon to do so, subject to the condition that the cost of the work will be refunded to the Company should the construction of the line not be entrusted to them.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 4th June 1874, No. 499.

I HAVE the honor to enclose, for submission to Government, copies of paragraphs 7 to 12 of a letter from my Board, No. 530, dated London, the 24th of April 1874, on the subject of the proposed extension of the Railway from Bellary towards Dharwar. I also enclose you copies of the enclosures referred to in the above.

2. Referring to the 12th paragraph of the Board's letter you will observe that I am now authorized to undertake to make the plans and estimates referred to in Government Order, No. 3,066, dated the 20th of December 1873, if called upon to do so, it being understood that the cost of the work will be refunded by the Government should the construction of the line not be entrusted to this Company.

3. I shall be glad to be favored with the orders of Government upon this subject.

Extract from a letter from the Secretary, Madras Railway Company, No. 530, dated London, the 24th April 1874.

PARAGRAPH 7.—*Proposed extension from Bellary to Gudduck.*—Adverting to paragraphs 2 to 11 of No. 1,089, on the subject of the proposed extension of the Madras Railway from Bellary to Gudduck, I am directed to transmit herewith copies of letters, dated 28th February and 25th April 1873, addressed by the Board to the Secretary of State, in which their views on this important question are fully set forth. You will, in your communication with the Government, draw their particular attention to the remark contained in the last paragraph of the Board's letter of the 25th April last above referred to, at the same time pointing out that, should the proposal of a central emporium not be adopted, there will in future be as many breaks of gauge as there may be branches of communication with existing and future trunk lines.

*Proceedings of the Madras Government, Public Works Department,
23th July 1874.*

*Extract from a letter from the Secretary, Madras Railway Company, No. 530, dated
London, the 24th April 1874.*

PARAGRAPH 8.—*Broad and Narrow Gauge.*—The question of the broad and narrow gauge having been so very fully discussed of late, the Board very reluctantly allude to it; but it is necessary to remark that while much has been said respecting the first cost of the two systems, it is doubtful whether sufficient attention has been paid to the expenses of working and maintenance; and referring to the statement made in his report to the Secretary of State for the Colonies, by the present Consulting Engineer to the Government of India for State Railways, as to these charges on the Festiniog line, the Board think it well worthy of consideration whether their excess may not probably be found much beyond the interest of any saving in construction.

9. It is important to bear in mind that one of the items of saving expected by the introduction of the narrow gauge, viz., the cost of the land, is generally of very trifling importance in the parts traversed; that the expense of tunnelling and cutting, as the Board are informed, depends on the size of the vehicles and not on the gauge; and that the weight of the rails and the cost of the most economical and efficient sleepers, viz., the iron ones, are also totally unaffected by the gauge. It must be remembered also that the first cost of a line is only an instalment of the ultimate outlay, and that while the above circumstances reduce the original saving to a minimum and cause it to be insignificant, eventually they do not in any way tend to improve the economy of work, which is liable to be diminished by the mechanical construction of the line.

10. While, therefore, the Board are of opinion that it is very necessary and important that the great western outlet for the Railways of Central India should not be embarrassed by one or more breaks of gauge, they believe that uninterrupted communication upon the standard gauge could be established with the coast, and in all directions quite as economically, all things considered, as by any narrow gauge line.

*Extract from a letter from the Secretary, Madras Railway Company, No. 530, dated
London, the 24th April 1874.*

PARAGRAPH 11.—*Harbour of Goa.*—Reverting to the present subject, it appears to be most desirable, if it could by any means be accomplished, that the fine harbour of Goa should be acquired and made use of, instead of the inferior estuary at Sedashegar; but as the construction of this line is essentially a question of the future, the Board merely add their opinion that the relief now so urgently required to meet the pressing necessities of the Dharwar District should be supplied by a "Pioneer" line from Bellary to Gudduck, of the standard gauge, built of light rails capable of bearing the ordinary rolling stock of all the Indian lines (and on emergency, at low speeds, the engines also), and supplied with light engines and cheap station accommodation. When the traffic shall have increased sufficiently, or other circumstances occur to justify the change, these light rails and engines may be transferred to branches, and heavier rails and engines, suited to a greater speed, substituted for them.

*Extract from a letter from the Secretary, Madras Railway Company, No. 530, dated
London, the 24th April 1874.*

PARAGRAPH 12.—*Sanction for making plans and estimates conveyed.*—Adverting to paragraph 11 of your letter abovementioned, I am to convey the Board's sanction to your undertaking to make the plans and estimates referred to by the Madras Government in their Order No. 3,066, dated 20th December last, in the event of your being called upon to do so. It must, however, be expressly understood, that the cost of the work will be refunded by Government, should the construction of the line not be entrusted to this Company.

From JULIAN BYRNE, Esq., to the Under Secretary of State for India, dated 33, New Broad Street, London, 28th February 1873, No. 2,887.

I AM instructed to submit, for the consideration of His Grace the Secretary of State in Council, copy of a letter they have received from Mr. L. Strange, Member of the Chamber of

*Proceedings of the Madras Government, Public Works Department,
23th July 1874.*

Commerce of Madras, together with some printed documents on the subject of a proposal to extend the Madras Branch line from Bellary to the heart of the cotton producing districts at Gudduck, in the Southern Mahratta country.

2. The Board are of opinion that the proposed extension cannot fail to commend itself to the approval of his Grace on the following grounds:—

1st.—That it will afford immediate relief to the commerce of the Southern Mahratta country at an expense less than one-half of what it would cost by any other plan yet suggested.

2ndly.—That in the event of its being hereafter resolved to form a harbour at Sedashegar to be connected by rail with the main Indian lines, this proposed extension of the Bellary Branch must of necessity be carried out.

3rdly.—That there is fair probability of the proposed extension soon returning profits equal to the guaranteed dividend upon its cost, in addition to which it will materially promote the success of the existing Madras line, by the valuable extra traffic contributed to it.

4thly.—That besides the profits realized as above, the commerce of the district would be at once relieved from the incubus of charges for transport, which have been estimated at more than 7 lakhs of rupees per annum.

5thly.—It has been stated that the cotton produce of the Dharwar district can by the proposed extension be shipped from Madras at a less expense by Rupees 16 per ton than it could be done by the proposed line to Sholapore and Bombay, and Rupees 2 per ton less than it could be shipped at Carwar. The latter calculation being based upon a supposed Railway charge of Rupees 18,125 per ton from Gudduck to Carwar, which the Board consider insufficient to make up the necessary dividend on the cost of the Carwar line.

3. Entertaining these views, the Board desire me to solicit the serious attention of His Grace in Council to the great importance of the proposal in question, which they will be glad to promote by every means in their power. Should His Grace, therefore, be pleased to sanction the extension of the Company's line from Bellary to Gudduck, the Board have no doubt of their ability to obtain the ready consent of their shareholders to the measure, and they regard it as so beneficial to their interests that they would be willing to recommend its acceptance upon any plan as to dimensions and gauge which may be ultimately determined upon.

From L. STRANGE, Esq., to the Chairman of the Board of Directors of the Madras Railway Company, New Broad Street, dated 3, Westminster Chambers, Victoria Street, London, 8th February 1873.

I HAVE the honor to call your attention to the accompanying papers relating to a proposed extension of the Madras Railway to Gudduck. I venture to hope that your Board will coincide with the opinion expressed on the subject by the Government and Chamber of Commerce of Madras, and that your active support may in consequence be relied on.

2. The proposed extension presents many advantages over the other lines that have been suggested, with the same object of supplying railway communication to the Southern Mahratta country. While it involves the construction of a much shorter line, and consequently a far smaller outlay, and will be considerably the most expeditious mode of placing Dharwar and the neighbouring country in direct railway communication with a sea port, it promises to secure a transit for cotton cheaper in comparison with that afforded by either a line to Carwar or by a line to Bombay via Sholapore, to an extent respectively of Rupees 2.04 and Rupees 16.095 per ton of 20 cwt. It will act as a feeder to a line which is at present far from relieving Government of its guaranteed dividend, while a line to Sholapore will only feed a railway which already nearly provides its dividend from its existing traffic, and while a line to Carwar would feed no existing line whatever. It will further not necessarily interfere with any political reasons that may

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28th July 1874.*

warrant the construction at some future time of a line to Carwar, for it would then constitute the link that would necessarily be required to connect the line from Carwar with the present through system between Bombay, Madras, and Calcutta.

3. That railway communication of some sort is urgently required in the Southern Mahratta country can be shown by a comparison of the existing transit charges on Dharwar cotton with those that would be levied by rail from Gudduck to Madras.

This comparison I give at foot.

Dharwar Cotton as it goes now via Carwar, Coompta, Bingorla, etc., to Bombay.

	Per Ton.
Cartage to coast from Gudduck, at Rupees 20 per cart; it is sometimes Rupees 30...	RS. 35.5
Shipping and bunder fees at Carwar	2
Steam Freight to Bombay	15.5
Marine Insurance to do.	2
Transshipment charges in Bombay	4

59.0

To Madras by new line from Gudduck would be	22.115
„ Shipping in Madras, 8 Annas per Candy	2.24
„ Excess Madras Freight over Bombay, 10 per ton	5.75

30.105

28.895

Equal to 1¹/₂d. per lb., or on a crop of 150,000 bales to a yearly tax of Rupees 7,65,000.
(Signed) L. S.

From M. E. GRANT DUFF, Esq., to JULIAN BYRNE, Esq., dated India Office, 27th March 1873.

I AM directed by the Secretary of State for India to acknowledge receipt of your letter of the 28th ultimo, No. 2,887, with enclosures, from Mr. Strange, a member of the Chamber of Commerce at Madras, suggesting the construction of an extension of the Madras Branch Railway from Bellary to Gudduck, and stating that the Board are prepared to propose to their shareholders, whose ready assent they anticipate, to undertake this extension should His Grace be pleased to offer its construction to the Madras Railway Company.

2. In reply, I am instructed to state that His Grace is not prepared to entertain the proposal.

From JULIAN BYRNE, Esq., to the Under Secretary of State for India, dated 33, New Broad Street, London, 25th April 1873, No. 2,897.

HAVING laid before the Board of Directors your letter of the 27th ultimo, I am instructed to request His Grace's permission to place the following brief remarks on record with the view to any further consideration of the subject hereafter:—

1. They observe that, in the 19th paragraph of the report of the Committee appointed by Government, it is stated that “it is evident that the Carwar railway will receive the benefit of a saving in land carriage of materials by having its base of operations on the sea and by its proximity throughout its entire length to a good cart road.” The Board think it of importance to point out that there is a fatal mistake in this reasoning as applied to the construction of the whole project from Carwar to Bellary, and still more as regards that part of it extending from Bellary to Gudduck only.

*Proceedings of the Madras Government, Public Works Department,
28th July 1874.*

Taking the distances as follow:—

From Madras to Bellary	305
Bellary to Gudduck	90
Gudduck to Carwar	145
	540

2. The distance from Madras to Carwar, along the projected line, to the furthest extremity would be 540 miles. To the nearest extremity at Bellary it is 305 miles, making the average 422 miles. Now, the cost of conveying materials for construction of the Company's own line having been lately fixed by the Government of India at 4 Pies per ton per mile, the average cost per ton for the conveyance along the whole line from Bellary to Carwar would be less than 9 Rupees per ton if the materials were landed at Madras and conveyed by the Madras line. Supposing the same materials sent out from England were landed at Carwar and conveyed by the land carriage referred to by the Committee, the average lead for the whole line from Carwar to Bellary would be 117 miles, and, adverting to the difficulties and expense of surmounting a “steep” ghaut and severe ruling gradients elsewhere, it is impossible that the actual cost of conveyance can be so low as that above stated, and the Board think it a moderate estimate if they fix it at 8 Pies per ton, or nearly 5 Rupees (4-14), for the 117 miles, as compared with 9 Rupees, a difference or saving of 4 Rupees 2 Annas. But this saving is altogether destroyed and converted into a loss, owing to the fact not known by the Committee, viz., the additional freight required for goods from London or Liverpool to Carwar, which the Board have been informed would be at the least £1 or Rupees 10 per ton, thus making the average cost Rupees 14-14-0, or a difference of Rupees 5-14-0 per ton in favor of Madras as the base of operations. In regard to the Bellary and Gudduck portion of the line only the case would be still more adverse to the employment of Carwar as the base of operations, the average lead or the distance from Carwar to the middle point between Gudduck and Bellary being 190 miles, and the cost of conveyance Rupees 7-14-8 plus extra freight and Bellary being 190 miles, and the cost of conveyance Rupees 7-4-8 per ton, altogether showing a loss of Rupees 10-10-0, 350 miles, and the cost at 4 Pies Rupees 7-4-8 per ton, altogether showing a loss of Rupees 10-10-0 per ton by using Carwar as the base. Even upon the assumption of a rate of 4 Pies instead of 8 Pies from Carwar, that is, taking the same rate for land carriage from each part, there would be a great disadvantage in the employment of Carwar, the total cost being Rupees 13-15-4 as against Rupees 7-4-8, or a loss of Rupees 6-10-8 per ton.

3. I am further instructed to submit for His Grace's consideration that, although in my letter No. 2,887, of the 28th February last, I have expressed the readiness of the Board to recommend to their shareholders the proposed extension of their Bellary branch to Gudduck on any plan which may be ultimately chosen, they think it desirable to point out that should any different gauge be adopted, it would be of much importance that the change should be made at the central point, viz., at Gudduck, where the concentration of produce would take place, and whence it could be carried either to Carwar on a narrow gauge line, if that should be constructed, or to Madras on the standard gauge line, the extension from Bellary being a light standard gauge line, or to Sholapore should that line be hereafter built upon the standard gauge. By this means the produce once placed on any rail, whether for Carwar, Madras, or Bombay, would have an uninterrupted journey, and would not require transshipment till it reached its destination.

From M. E. GRANT DUFF, Esq., to JULIAN BYRNE, Esq., dated India Office, 8th May 1873.

I AM directed to acknowledge receipt of your letter of the 25th ultimo, No. 2,897, bringing forward for record, in view to their further consideration hereafter, some observations as to the relative advantages of consigning materials for the projected Carwar Railway, to Carwar or Madras, and to acquaint you in reply that the same has been duly laid before the Secretary of State in Council.

*Proceedings of the Madras Government, Public Works Department,
28th July 1874.*

No. 603. ORDER THEREON, 28th July 1874, No. 2,029.

RAILWAY, No. 65.

ORDERED that these papers be forwarded to the Government of India with reference to previous correspondence on the subject of railway extension beyond Bellary in the direction of Gudduck, and that the attention of that Government be invited to the letter of the 24th February 1874, No. 458, which still remains unreplied to.

(Here enter No. 2,030, dated 28th July 1874.)

(True Extract.)

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 28th July 1874.

No. 604.

No. 2,030.

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. 66.

SIR,—In forwarding, for the consideration of the Government of India, the accompanying papers on the subject of Railway extension beyond Bellary in the direction of Gudduck, I am to invite attention to my letter of the 24th February 1874, No. 458, which still remains unreplied to.

I have the honor to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

58 4

Extract from a letter from the Secretary
Mr. R. C. No. 530 dated London the 24th
April 1874.

Proposed extension
from Bellary
to Gundlur.

Para 7. Adverting to paras 2 to 11
of Feb. 10 89 on the subject of the proposed
extension of the Madras Railway from
Bellary to Gundlur, I am directed to
transmit herewith copies of letters dated
28th February and 25th April 1874, addressed
by the Board to the Secretary of State,
in which their views on this important
question are fully set forth. You will in
your communication with the Government,
draw their particular attention to the
remarks contained in the last para. of
the Board's letter of the 25th April last,
above referred to, at the same time point-
ing out that, should the proposal of a
central emporium not be adopted, there
will in future be as many breaks of
gauge as there may be branches of
communication with existing and future
trunk lines.

/ True Extract

W. J. Lowe
Agent & Manager

It must be remembered also that the first cost of a line is only an instalment of the ultimate outlay, and that while the a hard run and times reduce the original saving to a minimum and cause it to be insignificant, eventually, they do not in any way tend to improve the economy of work which is liable to be diminished by the mechanical construction of the line.

10. While, therefore, the Board are of opinion that it is very necessary and important that the great western outlet for the Railways of Central India should not be interrupted by one or more breaks of gauge, they believe that uninterrupted communication upon the standard gauge could be established with the coast, and in all directions, quite as economically, all things considered, as by any narrow gauge line.

/ True Extract

W. J. L. Wm
Agent & Manager

W. J. L. Wm

5. 27 28 July 1914
Mr. J. L. Wm
2/14.

Extract from a letter from the Secretary
C. B. C. C. 530 dated London the 24
April 1874.

Harbour of Soc.

Para 11. Reverting to the present subject, it appears to be most desirable, if it could be by any means be accomplished, that the fine harbour of Soc. should be acquired and made use of, instead of the inferior estuary at Sed ashgar; but as the construction of this line is essentially a question of the future, the Board merely add their opinion that the relief now so urgently required to meet the pressing necessities of the Shewar District should be supplied by a Pioneer line from Bellary to Gaddurak, of the standard gauge, built of light rails capable of bearing the ordinary rolling stock of all the Indian lines (and in emergency, at low speeds, the engines also), and supplied with light engines, and cheap station accommodation. When the traffic shall have increased sufficiently, other circumstances occur to justify the change, these light rails and engines may be transferred to branches, and heavier rails and engines, suited to a greater speed, substituted for them.

/ True Extract

W. J. L. Wm
Agent & Manager

W. J. L. Wm

W. J. L. Wm

Extract from a letter from the Secretary,
 Alb. R. Co. at 530 dated London the 24th
 April 1874.

Para 12. Adverting to Para 11 of your letter above-mentioned, I am to convey the Board's sanction to your undertaking to make the plans and estimates, referred to by the Madras Government in their Order of 30th Dec. 1866, dated 20th December last, in the event of your being called upon to do so. It must, however, be expressly understood, that the cost of the work, will be refunded by Government should the construction of the line not be entrusted to this Company.

H. J. Lowe
Agent & Landowner.

1887.

Madras Railway Company
33 New Broad Street
London 28th February 1873.

Sir,

I am instructed to submit for the consideration of His Grace the Secretary of State in Council, copy of a letter they have received from Mr. R. Strange member of the Chamber of Commerce of Madras, together with some printed documents on the subject of a proposal to extend the Madras Branch line from Bellary to the heart of the Cotton producing districts at Gadduck, in the Southern Mahratta country.

The Board are of opinion that the proposed extension cannot fail to commend itself to the approval of His Grace on the following grounds.

1st That it will afford immediate relief to the commerce of the Southern Mahratta Country at an expense less than one half of what it would cost by any other plan yet suggested.

2^{ndly} That in the event of its being hereafter resolved to form a harbour at Sedashegar, to be connected by rail with the main Indian lines, this proposed extension of the Bellary Branch must of necessity be carried out.

3^{rdly} That there is fair probability of the proposed extension soon returning profits equal to the guaranteed dividend upon its cost in addition to which it will materially promote the success of the existing Madras

Ms. 28 Feb 1873
In No. 602.
Mr. 3486
4/11

line, by the valuable extra traffic contributed
to it.

4th That besides the profits realised
as above, the commerce of the district would
be abated relieved from the incumbrance of charges
for transport, which have been estimated at
more than seven lacs of rupees per annum.

5th It has been stated that the cotton
produce of the Dharmar district can by the
proposed extension, be shipped from Chudra
at a less expense by 16 rupees per ton than
it could be done by the proposed line to
Shalapore and Bombay, and 2 rupees per ton
less than it could be shipped at Chudra. The
latter calculation being based upon a supposed
railway charge of Rs. 18.125 per ton, from
Gudduck to Chudra which the Board consider
insufficient to make up the necessary dividend
on the cost of the Chudra line.

Entertaining these views the Board
desire me to solicit the serious attention of
His Grace in Council to the great importance
of the proposal in question; which they
will be glad to promote by every means in
their power. Should His Grace therefore,
be pleased to sanction the extension of the
Company's line from Bellary to Gudduck,
the Board have no doubt of their ability to
obtain the ready consent of their shareholders
to the measure, and they regard it as so
beneficial to their interests, that they would
be willing to recommend its acceptance
upon any plan as to dimensions and gauge
which may be ultimately determined upon.

I have the
honour to be,
Sir,
Your obedient servant,
The Under Secretary of State
for India.

3 Westminster Chambers
Victoria Street
London & Feb. 1873.

To the Chairman
of the Board of Directors
Chudra Railway Company
New Broad Street

Sir,
I have the honour to call your
attention to the accompanying papers, re-
lating to a proposed extension of the Chudra
Railway to Gudduck. I venture to hope
that your Board will coincide with the opinion
expressed on the subject by the Government
and Chamber of Commerce of Chudra and
that your active support may in consequence
be relied on.

The proposed extension presents
many advantages over the other lines that have
been suggested with the same object of
supplying railway communication to
the Southern Chhatta Country. While it
involves the construction of a much shorter
line, and consequently a far smaller outlay,
and will be considerably the most expeditious
mode of placing Dharmar and the neighbouring
country in direct railway communication
with a sea port it promises to secure a transit

for Cotton cheaper in comparison with that
 afforded by either a line to Barwar or by a
 line to Bombay via Thalafare, to an extent
 respectively of Rs. 2.04 and Rs. 16.095 per ton
 of 20 cwt. It will act as a feeder to a line
 which is at present far from relieving
 Government of its guaranteed dividend, while
 a line to Thalafare would only feed a Railway
 which already nearly provides its dividend
 from its existing traffic, and while a line
 to Barwar would feed no existing line what-
 ever. It will further not necessarily
 interfere with any political reasons that
 may warrant the construction at some
 future time of a line to Barwar for it would
 then constitute the link that would necessarily
 be required to connect the line from Barwar
 with the present through system between
 Bombay, Madras and Calcutta.

That railway communication
 of some sort is urgently required in the
 Southern Mahratta country can be shown
 by a comparison of the existing transit
 charges and Sharnar Cotton with those
 that would be levied by rail from Induluck
 to Madras.

This comparison I give at foot and
 I have the honour to be
 Sir
 Your obedient servant
 J. L. Strange.

Sharnar Cotton and fees now via Barwar,
 Coaster Dingy 1/2 to Bombay.
 Cartage to Coast from Induluck per ton
 at Rs. 20 per cart. it is sometimes Rs. 30 — 35.5
 Shipping and Bunder fees at Barwar — 2.
 Steam Freight to Bombay — 15.5
 Marine Insurance to Bombay — 2.
 Transshipment charges in Bombay — 4.
 Rs. 59.0

To Madras by new line from
 Induluck would be Rs. 22.115
 Shipping in Madras 8 per cwt 2.24
 Excess Madras Freight } 5.75 30.105
 over Bombay 10/ per ton } Rs. 28.095

Equal to 5/16d per lb or on a crop of 150,000
 Bales tax yearly tax of Rs. 7,65,000.
 1881 L. S.

India Office
 27 March 1873.

Sir,
 I am directed by the Secretary of
 State for India to acknowledge receipt
 of your letter of the 28th ultimo of 1887 with
 of your letter of the 28th ultimo of 1887 with
 enclosures from Mr. Strange a member of
 the Chamber of Commerce at Madras
 suggesting the construction of an extension
 of the Madras Branch Railway from
 Bellary to Induluck and stating that the
 Board are prepared to propose to their
 Shareholders, whose ready assent they
 anticipate, to undertake this extension
 should His Grace be pleased to offer it.

construction to the Madras Railway Company.

In reply I am instructed to state that His Grace is not prepared to entertain the proposal.

I am &c
Hoy M. C. Grant Duff
Julian Byrne Esq

2897

Madras Railway Company
33 New Broad Street
London 25th April 1873.

Sir,

Having laid before the Board of Directors your letter of the 27th ultimo I am instructed to request His Grace's permission to place the following brief remarks on record with the view to any further consideration of the subject hereafter.

1st They observe that in the 19th para of the report of the Committee appointed by Government, it is stated that "it is evident that the Kaveri railway will receive the benefit of a saving in land carriage of materials by having its base of operations on the sea and by its proximity throughout its entire length to a good cart road." The Board think it of importance to point out that there is a fatal mistake in this reasoning as applied to the construction of the whole project from Caveram to Bellary, and still more as regards that part of it extending from Bellary to Gudduck only.

11
Taking the distances as follows:
From Madras to Bellary—305
Bellary to Gudduck—90
Gudduck to Caveram—145
540

The distance from Madras to Caveram along the proposed line to the furthest extremity would be 540 miles. To the nearest extremity at Bellary it is 305 miles making the average 422 miles. Now the cost of conveying materials for construction of the Company's own line having been lately fixed by the Government of India at 4 piers per ton per mile, the average cost per ton for the conveyance along the whole line from Bellary to Caveram would be less than if proper materials were landed at Bellary and conveyed by the Madras line. Supposing the same materials sent out from England were landed at Caveram and conveyed by the land carriage referred to by the Committee, the average load for the whole line from Caveram to Bellary would be 117 miles, and admitting to the difficulties and expense of surmounting a steep gradient and severe ruling gradients elsewhere it is impossible that the actual cost of conveyance can be so low as that above stated and the Board think it a moderate estimate if they fix it at 8 piers per ton or nearly 5 rupees (4.14) for the 117 miles as compared with 9 rupees a difference of saving of 4 rupees 2 annas. But this saving is altogether destroyed and converted

into a loss, owing to the fact not known by the Committee, namely the additional freight required for goods from London or Liverpool to Calcutta, which the Board have been informed would be at the least £1 or Rs. 10 per ton, thus making the average cost Rs. 14. 14. 0 or a difference of Rs. 5. 14. 0 per ton in favour of Calcutta as the base of operations. In regard to the Bellary and Pudduch portion of the line only the case would be still more adverse to the employment of Calcutta as the base of operations, the average lead on the distance from Calcutta to the middle point between Pudduch and Bellary being 190 miles and the cost of conveyance Rs. 7. 14. 8 plus extra freight Rs. 10 total Rs. 17. 14. 8 as compared with a distance from Calcutta to the same point of 350 miles and the cost at 4 piers of Rs. 7. 4. 8 per ton altogether showing a loss of Rs. 10. 10. 0 per ton by using Calcutta as the base. Even upon the assumption of a rate of 4 piers instead of 8 piers from Calcutta, that is taking the same rate for land carriage from each point there would be a great disadvantage in the employment of Calcutta, the total cost being Rs. 13. 15. 4 or a loss of Rs. 7. 4. 8 or a loss of Rs. 6. 10. 8 per ton.

I am further instructed to submit for His Grace's consideration that although in my letter of 28th of the 28th February last I have expressed the readiness of the Board to recommend

to their Shareholders the proposed extension of their Bellary Branch to Pudduch on any plan which may be ultimately chosen, they think it desirable to point out that should any different gauge be adopted, it would be of much importance that the change should be made at the central point, namely at Pudduch, where the concentration of produce would take place and whence it could be carried either to Calcutta on a narrow gauge line, if that should be constructed, or to Calcutta on the standard gauge line, the extension from Bellary being a light standard gauge line, or to being a light standard gauge line, or to be hereafter built should be hereafter built upon the standard gauge; By this means the produce once placed on any rail, whether for Calcutta, Calcutta, or Bombay, would have an uninterrupted journey and would not require transshipment till it reached its destination.

I have &c
J. S. J. J. J.
The Under Secretary of the
for India.

India Office
February 1873.

Sir,
I am directed to acknowledge receipt of your letter of the 25th ultimo 1872 and to bring forward for record in view to their further consideration hereafter, some observations as to the relative advantages

of consequence materials for the projected
Barnwar Railway, to Barnwar or alladras
and to acquaint you in reply, that the
same has been duly laid before the
Secretary of State in Council.

I am &c
Wm. C. Grant Duff

Julian Byrne Esq

True Copies

Wm. C. Grant Duff
Agent & Manager

Ms. D 20 July 1874
L. B. No. 602
Mr. 3488/14
5/14

No. 499

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 4th June 1874.

From

R. B. Edwin Esq
Agent and Manager of the M. R. Co.

To

Mr. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

I have the honour to enclose for submission
to Government copies of Paragraphs 7 to 12 of a
letter from my Board at 530 dated London the
24th of April 1874, on the subject of the proposed
extension of the Railway from Bellary towards
Barnwar. I also enclose you copies of the en-
closures referred to in the above.

Referring to the 12th paragraph of the
Board's letter you will observe that I am now
authorised to undertake to make the plans and
Estimates referred to in Government Order at 306
dated the 20th of December 1873, if called upon to do
so, it being understood that the cost of the work
will be refunded by the Government should
the construction of the line not be entrusted
to this Company.

I shall be glad to be favoured with
the order of Government upon this subject.

I have the honour to be,
Sir,
Your most obedient servant,
Wm. C. Grant Duff

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 341.

From

DEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department.

Fort Saint George.

SIR,

Adverting to the Proceedings
of Government under date the 28th April
1874, No. 1078, and to previous papers
upon the subject of the proposed ex-
-tension westwards from Pallany, I
have the honour to lay before Government
for their consideration a letter from the
Agent of the Madras Railway Company,
accompanied by extracts from a letter
received by him from his Board, and
by copies of a correspondence which
has passed between the Directors of
the Company and the Secretary of
State.

No. 490 - 4th
June 1874.

Enclosure 1

Mr. 3486/74.
8.7/74.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 4th June 1874
Recd. 5th June

No. 490.

Proceeding copy of
proposals 7 to 12
of the Board. Letter
No 530, on the page
of the proposed plan
of the Madras Railway
to the Madras Railway
Company of Madras.

Public Works

Public Works Department

Proceedings of the Madras Road

Read the following:

From the Joint Engineers } (H. E. No. 341 of 8 June 1914)
for Railways

Ordered that these papers be forwarded to the Government of India with reference to previous correspondence on the subject of railway extension beyond Bellary in the direction of Gud. duct. and that the attention of that Government be invited to the letter

1914

P. W. 1871
H. E. No. 341 of 8 June 1914
RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated

Recd.

8th June 1914
H. E. No. 341

No. 341

L. O. No. 2024. 289-74.

in connection with the

extension of the

letter with enclosure

from the Engineer in Charge

for the extension of the

extension from Bellary

to Gud. duct.

1914

sent to Govt. 10/10/14

of the 24th February 1874.
No. 458, which still
remains unreplied to.

H. C. No. 2030
dated

To The Comr Engineer
for Railways
S. C. P. despt. 3/8/74.

The Secretary to the Govt
of India, S. H. C.

In forwarding for
the consideration of the
Government of India
the accompanying
papers on the subject
of railway extension
beyond Bellary in
the direction of Gud.
dunk. I am to invite
attention to my letter
of

of the 24th February 1874.
No. 458, which still
remains unreplied to.

C. W.

26
58

Rego & Co. Ltd.
to Govt

6. S. C. P. & 30 Copies of Previous
proceedings despt. 3/8/74.

P. W. D.

Proceedings of the Madras Government,

Under date the

187

Read the following:—

From

The Const. Eng. for Rys (Pl. no 311 of 8th June/74)

Ordered to be

Recorded

Received

His Excellency

the Governor in Council

agrees with the Directors

of the Madras Railway

Company, in the views

set forth in paras 7

and 11 of their letter to

(the Govt. of Madras)

the

N^o 602-604

Recd 2/7/74

2/7/74

the Agent No 530 of 21st
April; save that he
would have the re-
-tension terminus and
break of gauge at
Hooblee instead of

Quoduck, and that
he cannot concur in
that portion of para

11 in which Carwar

Bay is mistakenly

spoken of as an

Estuary inferior to

that of Goa - Whereas

the opinion of practical

seamen

Nothing is said of
the importance of
the coast. The
fact that the
coast is not
a straight line

and must be
in the running

learned as laid down
by Commander A. D
Taylor of the Indian
Navy, who has accurately
surveyed and reported
on both Harbours,
is decidedly in prefer-
-ence of that of
Carwar -

With reference
to para 12, ^{an application} ~~reference~~
will be made to the Go-
-vernment of India for
supply of the plans and
sections of the alternative
lines between Bellary
and

and Goodrich, which
it was assumed

3486

of Dec 10/8 of 28th April,
would have been

furnished as a matter

of course and
their Orders will

be requested in
the subject of

permitting
revised forms

being made by
the Madras

Railway Service
in the conditions

proposed
L.M.R.

I would much send these papers to the pt. of India,
without an expiring an opinion -

It seems that we are waiting for a reply from letter
of 24 Feb/74 - referred on p. 10. of 28 Apr/74. But

that letter has not been sent circulated with these
papers, as it ought to have been. Papers after inspection

has not been circulated with the correspondence
incomplete. 27/6/74

34861
Govt. 1874 Madras.
PUBLIC WORKS.

★
To The Com. Insp. for Mys.
↓
Secy. to Govt. of India

Dated
Recd.
Encl. 6
G. O. 28 July 1874, No. 12020

Nos 602-604.

Forwarding certain
papers on the subject
of railway extension
beyond Bellary in the
direction of Gundlupet
and inviting attention
to letter No 458 of the
24th Feb/74 --

Railway
Papers on the subject
of railway extension beyond
Bellary in the ~~direct~~ direction
of Gundlupet, forwarded to
Govt. of India and
attention invited to letter
No 458 of the 24th Feb/74