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# MADRAS RECORD OFFICE

Government of Madras

*Public Works* DEPARTMENT

|          |        |    |                |
|----------|--------|----|----------------|
| G.O. No. | 457-58 | By | Press          |
| B.P. No. |        |    | Mis.           |
| Dated    | 24 - 2 |    | C8 74<br>-195- |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
24th February 1874.*

No. 468. Read the following letter from Lieutenant-Colonel E. C. S. WILLIAMS, R.E., Deputy Secretary to the Government of India, Public Works Department, (State Railways,) to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 26th January 1874, No. 133 S.R. :—

I AM directed to acknowledge the receipt of your letters, Nos. 2,457 and 2,458 A., dated the 7th October 1873, containing remarks and forwarding papers in respect of the agency by which the proposed railway from Bellary to Carwar should be constructed, and upon the connected question of the point where break of gauge should take place.

2. The Government of Madras will already have learnt from the despatch which appeared in the *Supplement to the Gazette of India* of the 27th December 1873, and of which I am now instructed to forward a copy, that Her Majesty's Government have declined to sanction the construction of this railway. Under these circumstances, I am directed to invite a further expression of the views of His Excellency the Governor in Council on the subject of railway extension beyond Bellary under the altered aspect of the case.

No. 469. ORDER THEREON, 24th February 1874, No. 457.

RAILWAY, No. 76.

ORDERED that the Government of India be addressed in continuation of letter, No. 3,066 B, dated 20th December 1873, and that a further expression of the views of this Government on the question under reference be laid before them.

(Here enter No. 458, dated 24th February 1874.)

(True Extract.)

Colonel, R.E.,  
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.  
Spare Copies

PUBLIC WORKS DEPARTMENT,  
FORT ST. GEORGE, 24th February 1874.

No. 470.

No. 458.

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. 77.

SIR,—I am directed to acknowledge receipt of your letter, No. 133 S.R., dated 26th January 1874, replying to the

communications from this Government, Nos. 2,457 and 2,458-A., dated 7th October 1873, on the subject of the railway extension beyond Bellary in the direction of Gudduck, and calling for a further expression of the views of His Excellency the Governor in Council, with reference to the Secretary of State's despatch of the 6th November 1873, No. 61.

2. The Government of India have already been addressed on the subject in a letter of later date than the communications alluded to in the letter now under reply, viz., in No. 3,066-A. of 20th December 1873, in which it was requested that it might be definitely determined whether an extension of the Madras Railway from Bellary to Gudduck, or elsewhere in the Dharwar District, was to be carried out irrespectively of the Gudduck and Carwar Railway Project or not. The further reference to this Government now made on its having been determined that the Gudduck and Carwar line shall not be undertaken as a Government Railway leads to the assumption that the above question may be considered as having been decided in the affirmative. Under which supposition His Excellency the Governor in Council, I am directed to say, has no hesitation in expressing a decided opinion that the Madras Railway Authorities should be called on, with as little delay as possible, to prepare and submit surveys and estimates for the extension of their line, on the same gauge, to Gudduck or Hooblee or other desirable terminus, with such branches as may seem desirable to meet the convenience of the trade in cotton and other produce of the Southern Mahratta country. He would further propose that the line to be adopted should keep to the southward of the Toombudra river till it can be crossed clear of the Nizam's dominions near Humpsagur, and thence proceed by way of Dummul and Gudduck towards Hooblee; and if any surveys for a railway line in this direction have already been prepared under the orders of the Bombay Government, I am instructed to request that they may be made available for the use of this Government.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,  
*Secretary to Government.*

Exd. E. C. Shunker.  
Spare Copies

India Office, London,  
6th November 1873.

Railway,  
No. 161.

**To His Excellency The Right Honourable The Governor  
General of India in Council.**

MY LORD,

Para. 1. I have had before me in Council, and carefully considered, your Excellency's Letters, Nos. 86 and 87, of the 9th April last, and the papers therewith enclosed, relative to the project for connecting the Port of Carwar with the interior of the country by a Railway through Gudduck to Bellary.

2. The renewed examination of the merits of this scheme, which has recently been made by a Committee specially appointed for the purpose by the Government of Bombay, has induced your Government to recommend it for early execution; but I regret to say that the new facts and arguments adduced in its favour have failed to remove the doubts as to its expediency intimated by me in my Despatch, No. 94, of 14th August last.

3. Although, in common with all other railways whatsoever, the proposed line might, on occasion, possibly prove of some political or military advantage, the objects of its construction would be mainly, indeed almost exclusively, commercial; and no purely commercial railway can, consistently with the principle prescribed for the expenditure of loan funds in public works in India, be undertaken, unless its estimated net revenue be at the very least equal to the interest payable on the capital proposed to be invested in it. The Committee, however, hold out very faint hopes that such would be the result in the present instance. They calculate the total cost of the 145 miles between Carwar and Gudduck at 1,100,000*l.*, and the receipts of the same section at about 100,000*l.* gross, and 40,000*l.* or 45,000*l.* net, that is, 3·63 or 4·09 per cent. on the outlay. According to this view, the line would barely pay at best, while either a very slight excess in the estimated cost, or an equally slight defect in the estimated receipts, would suffice to turn the scale the other way, and there is much room for apprehending that the expected receipts would not be realized. The assumed aggregate of future traffic credited with the 100,000*l.* set down on this account is made up of items in respect to most of which scarcely any positive data exist, though it seems to be confidently assumed that the Railway will attract to itself two thirds of all the cotton produced within reach of the Railway, and also the same proportion of most other kinds of the traffic of the neighbourhood. In this way cotton figures in the estimate for 40,000*l.*, or two fifths of the annual total of revenue; yet it cannot be denied that, in consequence of the rapidly recovering ability of the United States to meet the English demand, the export of cotton from Carwar, which in 1870-71 was under 4,000 tons, may not improbably fall still lower instead of rising above that amount.

4. Under these circumstances there is a considerable risk that the Carwar Railway, if constructed, would prove a disappointment; and, as long, therefore, as the prospects of the Indian Cotton trade remain as uncertain as at present, I am unwilling to sanction the construction of the railway, as a Government undertaking. The altered prospects of a demand for cotton from the districts concerned appear to call for a corresponding change in the action of Government with regard to it.

5. This conclusion might not, indeed, necessarily prevent acceptance of the offer made by Messrs. Nicol and Co. of Bombay, for the execution of the work by their own agency, and, in a certain measure, at their own risk. But of this proposal, which is discussed at length in one of your Excellency's letters under reply, I will only mention, as a sufficient reason for declining it, that the securities offered seem to me, as they do to you, very inadequate to protect Government against heavy pecuniary loss.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,

(Signed) ARGYLL.

No 15.

Railway  
6th Novr 1873.

Two spare copies of the  
Letter to the Govt of India  
No 161.

All communications  
should be addressed to  
the Secretary.

No. 133 S. R.  
GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

State Railways

To  
The Secretary to the Govt of Madras  
Public Works Department  
Railway

Fort William 26<sup>th</sup> January 1874

Sir,

I am directed to acknowledge the receipt of your letters Nos 2457 and 2458 A dated the 7<sup>th</sup> October 1873, containing remarks and forwarding papers in respect of the Agency by which the proposed railway from Bellary to Carwar should be constructed and upon the connected question of the point where break of gauge should take place.

2. The Government of Madras will already have learnt from the Despatch which appeared in the Supplement to the Gazette of India of the 27<sup>th</sup> December 1873

and

P.M. 624/74

and of which I am now instructed to forward  
a copy, that Her Majesty's Government  
have declined to sanction the construction  
of this railway. Under these circumstances  
I am directed to invite a further expression  
of the views of His Excellency the Governor  
in Council on the subject of railway extension  
beyond Bellary under the altered aspect  
of the case.

I have the honor to be

Sir

Your most obedient servant

G. M. Williams Lt. Col. R. C.

Deputy Secretary

*SB*

P.W. 1844, Departure  
Pro. of Govt. of India  
No. 624  
From  
The Govt. of India.

Recd. 26 Jan 1874  
Recd of 3rd Jan  
En: 1. No. 133. S.R.

Intimating  
that sanction  
has been declined  
to the proposed  
Railway from  
Bellary to Kanwar  
and requesting  
the further views  
of the Madras  
Government on the  
subject of railway  
extension beyond  
Bellary -  
No. 457-458. 24 Feb 74

No. 468

10th Feb 74

No. 457

Public Works Department

Proceedings of the Madras Govt.

Read the following

From

The Secy. to the Govt.  
of India.

(H. E. Secy. 133 S.R. dated  
26 January 1874)

Ordered that the  
Government of India be  
addressed in continuation  
of letter No. 3066 B dated  
20 December 1873 and  
that a further expression  
of their views of the Govern-  
ment on the question  
under reference be laid  
before them.

Md  
13/2

30

To  
The Chief Engineer  
for Railways  
Dep. Secy. 26/2/74

H. E. Secy. 458 dated

To The Secy. to the Govt.  
of India.

Sir I am directed to

to acknowledge receipt  
of your letter No. 133 A. Q.  
dated 26 January 1874  
replying to the communi-  
cations from this Govern-  
ment No. 2457 and 2458 A  
dated 7 October 1873 on the  
subject of the Railway  
extension beyond Bellary  
in the direction of Gud-  
duck and calling for  
a further expression of  
the views of His Excellency  
the Governor in Council  
in the light of the Sec-  
retary of State's despatch  
of the 6 November 1873  
No. 61.

The Government of  
India have already  
been addressed on the  
subject in a letter of  
later date than the

communications alluded  
to in the letter now under  
reply viz in No. 3066 A  
of 20 December 1873 in  
which it was requested  
that it might be definitely  
determined whether an  
extension of the Madras  
Railway from Bellary  
to Gudduck or elsewhere  
in the Dharwar District  
was to be carried out  
irrespective of the  
Gudduck and Farwar  
Railway project or  
not. The further refer-  
ence to this Govern-  
ment now made on  
its having been deter-  
mined that the Gudduck  
and Farwar line shall  
not be undertaken as  
a Government Railway

leads to the assumption  
that the above question  
may be considered as  
having been decided  
in the affirmative. Under  
which supposition His  
Excellency the Governor  
in Council, I am directed  
to say, has no hesitation  
in expressing a decided  
opinion that the Madras  
Railway Authorities  
should be called on,  
with as little delay as  
possible, to prepare and  
submit surveys and  
estimates for the exten-  
sion of their line, on  
the same gauge, to  
Gudduck or Hooblee  
or other desirable ter-  
minus, with such  
branches as may seem  
desirable to meet the

convenience of the trade  
in cotton and other pro-  
duce of the Southern  
Maharatta country.  
He would further pro-  
pose that the line to  
be adopted should keep  
to the southward of the  
Sombudra River till  
it can be crossed clear  
of the Nizam's Domi-  
nions, near Hamp-  
sagar, and thence  
proceed by way of  
Dummul and Gud-  
duck towards Hooblee,  
and if any surveys for  
a Railway line in  
this direction have  
already been prepared  
under the orders of  
the Bombay Govt.

I am instructed to request  
that they may be made  
available for the use  
of this Government.

Wm.

171  
J. J. J. J. J.

2. 1. 1. 1. 1.

Depe. with S. C. 26/2/24.

624

Govt. of (1874) P.W.  
PUBLIC WORKS.

The Consulting Eng<sup>r</sup>  
for Railways  
And  
To the Secretary to the  
Govt of India

Dated

Recd.

Incl. 1/15

G. O. 24 "Filing" 457-458

Recd. 468-469 & 470

Regarding the  
extension of the  
Madras Railway  
beyond Bellary  
in the direction of  
Gundach -

Railway from Bellary  
to Cammar -

Ordered that the  
Government of India  
be addressed on the  
subject of the Railway  
extension beyond Bellary  
in the direction of Gundach.

10/1/74