

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1005-06 (by) Press
Mis.

Dated 23-3-1877.

Not to be folded or roughly handled

Read the following papers:—

No. 604. From Major-General M. K. KENNEDY, R.E., Secretary to the Government of Bombay, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated Bombay Castle, 27th February 1877, No. 303.

In continuation of my telegram, dated 24th instant, I am directed to forward, for information, copy of a Resolution of the Bombay Government, No. 302, dated 27th instant, and to state that, with the concurrence of His Grace the Governor of Madras, it is proposed that the line from Bellary to Hubli should be marked out, and the necessary land plans prepared by the Survey Staff about to be ordered down by the Government of India under the general direction of the Bombay Government. If desired, the work might commence at Bellary, and on its completion it would rest with the Local Revenue and Public Works Officers to arrange for the employment of famine relief labor on the earthworks under instructions issued by the Governments of their proper Presidencies. The Survey Staff will be available for superintendence as soon as the line has been marked out and the Government of India have been informed that, so long as operations are restricted to mere earthwork it may be unnecessary, so far as the section in the Bombay Presidency is concerned, to indent on them for additional engineering assistance.

2. Plan and section, with copy of report and estimate submitted by Mr. Shaw for the Bellary-Gadak Division, are herewith forwarded; and I am directed to refer to my letter No. 407, dated 21st March 1874 and accompaniments, and to inquire what the views and wishes of the Madras Government are regarding the line to be adopted. The Consulting Engineer to this Government recommends the direct line, *via* Copal, 27 miles of which lie within His Highness the Nizam's Dominions.

EXTRACT from the Proceedings of Government in the Public Works Department, (Railway,) dated 27th February 1877, No. 302.

Read telegram from the Government of India, dated 20th February 1877, sanctioning commencement of earthworks of Bellary and Hubli Line as famine relief work.

Read telegram from the Government of India, dated 23rd February 1877, stating that certain arrangements would be made for sending Survey Staff.

Read telegram from the Government of Madras, dated 24th February 1877, asking for plans and Survey Party.

RESOLUTION.—To be communicated to the Consulting Engineer for Railways for information and necessary action.

2. A grant of Rupees 10,000 should be made towards preliminary expenses and survey of the Hubli and Bellary section during the current year.

3. The Government of Madras should be informed.

(Signed) H. F. HANCOCK, Lt.-Col., R.E.
Under Secretary to Government.

*Proceedings of the Madras Government, Public Works Department,
23rd March 1877. No. 1,005.*

Telegram from T. C. HOPE, Esq., Calcutta, to the Secretary to Government, Public Works Department, Bombay, dated 20th February 1877.

GOVERNMENT of India sanction immediate commencement of earthwork of railway between Hubli and Bellary by relief laborers. The land to be taken up and charged to the Local Governments. This in no way pledges the Imperial Government to ultimate construction of the railway. Further instructions will issue from the Public Works Department.

Telegram from Sir ANDREW CLARKE, Calcutta, to the Secretary to Government, Public Works Department, Bombay, dated 23rd February 1877.

For earthworks of Bellary-Hubli Railway it is proposed to send Shaw or Jopp, Buyers, Marengo and three other Assistants. As a State work traversing both Madras and Bombay Districts it should be under one professional authority, and an Engineer-in-Chief should be nominated. Formation width of banks should be 14 feet.

No. 605. ORDER THEREON, 23rd March 1877, No. 1,005.

RAILWAY, No. 75.

ORDERED that the following letter be

(Here enter No. 1,005, dated 23rd March 1877.)

(True Extract.)

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

„ Revenue Department, with copy of letter to the Government of Bombay.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 23rd March 1877.

No. 606.

No. 1,006.

FROM

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,

TO

Public Works Department, Railway Branch,

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,

Public Works Department, Railway.

RAILWAY, No. 76.

SIR,—With reference to your letter No. 303, dated 27th February 1877, inquiring what the views and wishes of the

Madras Government are regarding the general direction to be followed by the proposed railway from Bellary to Gadak, I am directed to state that, of the two lines surveyed, His Grace the Governor in Council accepts the direct line, via Copal, as recommended by the Bombay Government.

2. Two points, however, in connection with the Bellary end of the line require notice; first, that the proposed line, instead of being kept to the south of the Bellary Fort and joining the Madras Railway at the west end of their present station, has been taken considerably to the north of the Fort and is joined to the Madras Railway by a reverse curve at the east end of the station; second, that it is proposed to have a second station at Bellary for the new line, instead of making use of the large extent of accommodation available in the Madras Railway yard. The distance from the present station to the proposed one is nearly one mile, and the intervening gradient is 1 in 100.

3. These two points are dealt with at pages 8 and 9 of Mr. Shaw's report. The Consulting Engineer for Railways in this Presidency met Mr. Molesworth at Bellary, and communicated to him the views held by the Madras Government upon those points. It is understood that Mr. Molesworth concurs in those views, and an inspection of the station yard showed that there was ample room for both railways, and that all necessary arrangements could be made without difficulty.

4. I am further directed to state that, after the line has been marked out, the officers employed in superintending the construction of earthwork between Bellary and Toongabudra river should, in the opinion of this Government, receive their instructions from Madras. In the event of Madras labor being employed upon the earthwork of the section which lies within the dominions of His Highness the Nizam, the officers in charge should in like manner receive instructions from this Government.

I have the honor to be,

Sir,

Your most obedient servant,

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. S. C. Shunker.

Spare Copies

THE DHARWAR RAILWAY.

TO THE EDITOR OF THE "MADRAS MAIL."

SIR,—As the writer in the *Bombay Gazette* of the 3rd instant, laid so much stress on the opening sentence of the second paragraph of the Memorandum he had under notice, I think it right to state that the sentence in question does not really belong to me. The paper that I originally submitted to the Chamber of Commerce did not contain it, and it was only inserted when it was believed that the subject would be laid before Government in the form of a letter from the Chairman of the Chamber. In my absence, however, the Committee decided that my Memorandum should be forwarded, supported by a letter from the Chairman, and it was thus that the little "pat on the back" crept in, and that my name was brought forward. I make this statement not only to show the *Bombay Gazette* that I am duly impressed with a sense of my own insignificance, but because I am very anxious that the arguments that have been published should not suffer in the eyes of the public through egotism on the part of the writer.

The *Bombay Gazette* attempts to dispose of the arguments in favor of Madras being the Port for Dharwar, by stating that all my figures and statements are taken from the arguments of the supporters of the Carwar scheme, and that the facts and figures given on the other side are quietly ignored. It is not so.

Since the figures and calculations over the Madras line are *actuals*, and did not of course appear in the Bombay debate, I need not refer to them; the argument hinges on the figures over the Bombay Line with which I compared them, and of those figures the really important one is the cotton rate from Gudduck to Bombay not the distance from Gudduck to Sholapore. It is true that I calculated the cotton rate by the distance, but that does not matter now; take my simple estimate that it will cost Rs. 40-8 to carry cotton from Gudduck to Bombay, and compare it with the statements made by the supporters of both the Carwar and Deccan Lines and say which I approximate.

The gentlemen who spoke in favor of the Sholapore extension, nearly all referred to the rates at which the G. I. P. can work in the face of Competition, and specially mentioned that charged from Jubbulpore, but they all when actually bringing figures into comparison with those they said were necessary over the Carwar Line, took other estimates. Mr. Bickerdike, quoting Colonel Trevor and Mr. Forde, took Rs. 40; Mr. Donald Graham took Rs. 32, but he calculated on a line of only 125 miles from Sholapore. Mr. Macalister agreed with Mr. Bickerdike's figures. Mr. Lang took Rs. 40 and Mr. Bythell (the Chairman) Rs. 41-7-0 per ton from the Dharwar districts to Bombay. On the other hand, of the gentlemen who spoke in favor of the Carwar Railway, only two, Mr. McIlwraith and Mr. Maxwell gave estimates of the cost of carrying cotton *via* Sholapore, and they were respectively Rs. 49 and Rs. 50-1-5 per ton. My estimate was Rs. 40-8, and on that all my other figures were based, yet the *Bombay Gazette* states that I borrowed from the supporters of Carwar and ignored the other side.

No survey having yet been made of the country between Gudduck and Sholapore, it is impossible to state accurately the length of Railway that would be required, but judging from what we know of the character of the country, and taking into consideration that it would be probably thought advisable to take the line near, if not actually to, the town of Hoobli, more value will probably be placed on Mr. McIlwraith's estimate of 185 miles, than on that of Mr. Lang of 145 miles; which must evidently be incorrect, since the distance on the map as the crow flies will be found to be about 157 miles.

The argument advanced by the advocates of the Sholapore Extension based on the competitive G. I. P. rate from Jubbulpore is thus expressed by the Chairman. "As regards the Sholapore rate, I contend you must take the rate charged by the G. I. P. Railway when acting under the spur of competition, not the rate charged when they have a monopoly. If Government told the G. I. P. Directors that if the Company would charge their present Jubbulpore competition rate for through traffic, a State Line should be made as a feeder down to the Southern Mahratta Country, but that if the Company refuse to do so, a State Line should be made to Carwar, which would draw away G. I. P. traffic, could there be any doubt as to the nature of the answer that would be given?" The Directors might certainly not be unwilling to come to some such arrangement, but they would surely stipulate that the Railway from Gudduck should not at any future time be extended either to Carwar or Bellary, which would amount to their requiring Government to give up entirely their present idea of a system of narrow gauge Railways in Western India. If the Government moreover contemplated making any such proposals, would they not in common fairness give the Madras Railway a chance too. The traffic of Dharwar might be put up to auction, or tenders might be called for proposals from Directors of Indian Railways to co-operate with Government in the working of a contemplated State Extension through the Dharwar districts, and, Madras might prove the successful competitor! But there is of course no chance of it. When the Directors of the Madras Railway expressed their willingness to extend their line to Dharwar, if the Government would assure them that it should not be carried on to Carwar, they were told that any guarantee of that nature was impossible, and is it now likely that Government will themselves propose an arrangement of a similar nature to the Great Indian Peninsula Company, in the increase and extension of whose traffic they have not nearly so great an interest?

Allowing such an arrangement to be impossible, there is no other reason for calculating on competition rates until there is some other Railway in the Dharwar district to compete with. We must then turn to other branches of the G. I. P. Railway, to find analagous cases with which to compare the probable working between Gudduck and Bombay *via* Sholapore. From Nagpore to Bombay, a distance of 540 miles, the charge is Rs. 56.76, which is equivalent to Rs. 52.56 for a distance of 500 miles, or to Rs. 49.96 for a distance of say 475 miles. But perhaps a better comparison will be found in the charges from Khamgaum and Oomrawuttee. There we have exactly parallel cases to the proposed extension from Sholapore to Gudduck: we have the Khamgaum and Oomrawuttee State Railways acting as feeders to the Nagpore Main Line of the G. I. P. forming their junctions respectively at Jullum and Budnaira, and what are the charges? Rs. 39.83 for a distance of 360 miles and Rs. 47.09 for a distance of 438 miles, equal to charges from Gudduck to Bombay *via* Sholapore of Rs. 55.32 and Rs. 53.75 per ton respectively. We have no evidence here of the State making feeders on the understanding that competitive rates shall in the interests of cotton be charged over the Main Line, on the contrary the G. I. P. make a full charge, and the State protects itself by charging rates over its own line equivalent respectively to Rs. 55.96 and Rs. 48.25 per ton over the computed distance of 185 miles from Gudduck to Sholapore alone.

But even if we do allow for the sake of argument, that the arrangement suggested by Mr. Bythell is practicable, it cannot be reasoned further, as some of the Sholapore advocates would have us admit, that the through rate, from Gudduck to Bombay can be calculated *pro rata* according to distance with the rate from Jubbulpore. If it were, we should have a charge for, say, 475 miles of Rs. 27.63 per ton, and since according to Colonel Trevor and even some of the supporters of the scheme, Rs. 20 per ton would at least be required for the Government portion, only Rs. 7.63 would remain to represent the earnings of the G. I. P., over a distance of 315 miles, which would barely exceed 4½ pias per ton per mile, and not nearly cover their working expenses. The probability of competition rates being charged, cannot therefore, under any circumstances, be admitted beyond Sholapore, and would represent over that distance a charge of Rs. 18.32: over the remainder of the Line, a charge will have to be levied that will make the line pay, and as the estimates of that charge vary from

Rs. 20 to Rs. 24 per ton; it can only be said that cotton would be carried from the Dharwar district to Bombay *via* Sholapore for Rs. 40 per ton, if the arrangement suggested by Mr. Bythell between the Government and the G. I. P. Directors were really to be carried out. Allow that to be impossible, and it will perhaps be generally thought to be so, except by the advocates of the Sholapore extension, and no shadow of doubt can remain, that if the Line is made, the through charge will be much heavier. The G. I. P. Directors are probably as fond of their "pound of flesh" as other men, and if they find themselves with the only line in the Dharwar country, they will charge as they charge at Oomrawuttee, Khamgaum and Nagpore, where there is no one to dispute the traffic with them.

But though the argument based on the Jubbulpore competition rate is utterly inapplicable to the extension from Sholapore, it can very reasonably be applied to another proposal. Suppose the Madras Railway extended to Gudduck, how would the G. I. P. Directors stand then: would they not be in the same relation to the Madras Railway that they now hold to the East Indian and other Railways beyond Jubbulpore? The special rate from Jubbulpore, now under reference is not, it must be remembered, the rate charged on cotton booked at Jubbulpore itself, for that represents a charge of Rs. 44.25 per ton, but is a special rate which it is advertised will be charged on cotton from Jubbulpore, 'when booked from stations of the East Indian or other Railways, beyond Jabalpur to Bombay.'

Its objects, evidently to draw traffic to Bombay, which under ordinary circumstances would move in the opposite direction; and it is fair to suppose that with the Madras Line extended to Gudduck, a similar inducement would be held out at Raichore to its cotton traffic which would then represent a figure not much less than a fourth of the entire annual export of Bombay. We have no need of an assumed Government interference in support of the argument here, we may rely on the only agencies that can affect such questions, self-interest and competition.

The rate then from Raichore to Bombay would be in proportion to the distance from Jubbulpore Rs. 27.63, and adding to this the charge from Gudduck to Raichore calculated by the mileage at the present published charge of the Madras Railway a through charge is arrived at of Rs. 40.07 per ton. That portion then, whatever it may prove to be, of the Dharwar crop which it may be found necessary to ship from Bombay, can be carried at as cheap a rate *via* Raichore as that advanced by the advocates of the Sholapore Extension, even when backed by the extraordinary argument based on Government intervention: on the remainder of the crop, the Madras route still shows a saving of Rs. 16.095 per ton, and there is no chance of that advantage disappearing or being lessened by the rate being increased so soon as the Directors of the Madras Railway find themselves in possession of the Dharwar country, for they would be checked by the G. I. P. rate at Raichore, and their policy rather be that, if necessary, of still further reduction, to draw as much of the cotton as possible over the entire length of their own line to Madras.

The rates on which we may safely reckon over the Madras route, compare almost as favorably with those that can be advanced on behalf of the Carwar Railway as they do with those of the Sholapore Extension.

In the debate in the Bombay Chamber, the cost of carrying cotton to Bombay *via* Carwar was much discussed, but perhaps the fairest estimate was that given by Mr. Bythell, who, in clearly showing that Mr. Maxwell had omitted bundle fees and had slightly underestimated the freight to Bombay, only exceeded him by Rs. 2, though other speakers on the Sholapore side gave estimates over Rs. 39. I will take therefore Mr. Bythell's figure of Rs. 37.5 as the lowest that can be accepted with any hope of accuracy. The charge on such shipments as it might be found possible to make from Carwar direct is more easily arrived at. The railway charge has been agreed by both parties in Bombay to be Rs. 18.125, to which, since a considerable outlay has been admitted to be necessary on Harbour works which would have to be met by heavy port dues, we may fairly add the difference between Madras and Bombay shipping charges: we must further provide for an excess of freight, as Carwar cannot be expected to command the same advantages as Madras, and if this is

taken at the moderate estimate of 5s. per ton we have $18.125 + 3.16 + 2.87$ equal to a total charge of Rs. 24.155 per ton. On that percentage therefore of the crop that Bombay would draw from Madras, there is an apparent advantage in favor of Carwar of Rs. 2.57, on the percentage of direct shipment from Carwar, a balance in favor of Madras of Rs. 2.04, and on the remainder and larger percentage of the crop that would have to be shipped from Bombay, if the route were *via* Carwar, but which were the route *via* Bellary would be shipped from Madras, a difference in favor of Madras of Rs. 12.795 per ton. The great arguments, however, that have been advanced against the Carwar Railway, have been based on the estimates that have been made of the cost of its construction and of its probable traffic, but even if these questions are settled in its favor, it is difficult to conceive what necessity there can be for constructing the whole length of 234 miles, at a cost of a million and a half sterling, when 90 miles to the east of Gudduck, which would not cost more than £400,000, will answer every commercial purpose so much better than the other portion to the west of Gudduck, of 144 miles, can possibly do.

The *Bombay Gazette* takes exception to the remarks I made about the Trade with the Continent, but I still think, as figures show, that it does not so far reach 30 per cent. of the total exports, that too much stress was laid upon it in the Bombay Chamber debate, and that in the manner it was referred to, its extent was exaggerated. I also think that in comparison with Liverpool, the continental markets are, as I described them. However, whatever the extent of the Continental Trade may now be, or to whatever extent it may in the future be developed, there is no good reason why any bale of cotton that should naturally come to Madras, should be sent at great expense to Bombay for shipment; all that is necessary is, that we should increase our supply, and that will be done if we secure the Dharwar Railway: tonnage will then be attracted, and our exports grow in importance. With Havre and Bordeaux, we have a direct trade already, with Bremen, Antwerp and Amsterdam, Calcutta is in communication, and if Madras supplied the descriptions of cotton consumed in those markets, there would be no difficulty in arranging that ships and steamers, should call here to fill up, in the remote contingency of our not being able to provide complete cargoes ourselves. But to the Mediterranean Ports, the great carriers of Indian commerce are the Peninsular and Oriental Company, and of their steamers we have a fortnightly service. It is true that now they think little of Madras, send steamers here with but little space, and charge rates which for a large cotton traffic would be prohibitive: but are we to believe that if Dharwar becomes a cotton supplying country to Madras, they will not alter their arrangements; will they suffer cotton to travel round by rail to Bombay, saddled with a heavy Railway charge, to be there shipped by one of their own steamers at a low rate of freight, when it is in their power to secure the same cargo in Madras, at a more moderate charge than that they now advertise, but at a much higher one than they can command in Bombay.

I am not aware of any publication of the *Bombay Gazette* in which its advocacy of the Bellary to Gudduck Railway appears, unless it be in the following extract from an article in its issue of 30th August, which I did not notice until after I had prepared the paper I laid before the Chamber of Commerce:—

"Even if it were desirable, as matters exist at present, to have a railway line into the cotton districts about Gudduck, a line to that place from Bellary, which is already in railway communication with both Madras and Bombay, would be by far the shortest, easiest, and cheapest way of effecting that end. The distance from Bellary to Gudduck is little more than half the distance of that from the latter place to Carwar, and the natural obstacles in the way of construction of the former line are incomparably less than those of the latter, while its local traffic would probably be much greater."

If the writer in Bombay is ready to take the subject up in our behalf, I will willingly resign my pen to him. I should never have taken it up, had I not thought more than the above remark was needed.

Madras, October 16, 1872.

L. STRANGE.

No.

From Madras,

To Simla,

„ President in Council.

„ President in Council.

A FORTNIGHT'S time must determine whether famine is inevitable. In that case concentration of relief labor most necessary. Already upwards 50,000 employed on scattered relief works in one district out of three. If famine contingency arises, we propose commencement of embankment work of Bellary Gudduck Railway which traverses worst part of suffering district as State work. Please telegraph reply.

(Signed) W. HUDLESTON,
Chief Secretary.

FORT ST. GEORGE,
27th October 1876.

PUBLIC WORKS DEPARTMENT,
Railway Branch.

Consulting Engineer's Office,
Madras, 3 March 1877.

Letter from the Government of
Bombay No 303 dated 27 February 1877

No.

SUBMITTED

for Orders

Government

The chief point upon which
early instructions are solicited
is with reference to the general direction
to be followed between Hospett and
Guduk. Two lines were surveyed;
one crossing the Tungabudra
at Hooligi, within 4 miles of Hospett,
and passing through Copal; —
and the other crossing the river at
Hessur, 40 miles higher up, and
passing through Daul.

The

The objection of the first ^{to} line is that it passes through the Nizam's dominions for 27 miles; while the objection to the second line is that it is the longer by 13 miles, and estimated to cost £100,000 more than the direct line.

Upon the whole, the shorter line is probably the one to be preferred, provided that suitable arrangements can be made with the Government of His Highness the Nizam.

Surveys and sections of the direct line have been received from Bombay with General Kennedy's letter;

letter; but I understand from Colonel Hancock that those for the alternate route, viz. via Dummah, are not forthcoming; the originals having been sent to the Government of India, and no copies having been kept in Bombay. The plans and estimates for both lines were apparently sent by the Government of India to Madras with their letter No 2132 of 5th September 1875, but it is understood that they were never received here. If therefore the longer route is selected, the line must apparently be resurveyed.

Two points in connection with the Bellary end of the line require notice. First - that the proposed line,

line, instead of being kept to the south
of the Bellary Jnt, and joining the
Madras Railway at the west end of
their present station, — has been
taken considerably to the north
of the Jnt, and is joined to the
Madras Railway by a reverse curve
at the east end of their station.
Second, — that it is proposed to
have a second station at Bellary
for the new line, instead of ma-
king use of the large extent of
accommodation available in the
Madras Railway yard. The dis-
tance from the present station to the
proposed one is nearly one mile, and
the

50
the intervening gradient is not too
steep. These two points will be
found dealt with at pages 8 and 9
of Mr. Shad's Report. I am of opinion
that the difficulty which led Mr.
Shaw to take the line to the north
of the Bellary Jnt, namely, to
avoid interference with para defronds,
&c., could be easily got over, and
that the line could be so laid out
to the south of the Jnt that no ob-
jection could be substantiated.
When the Bellary Branch was under
construction, it was understood
that the station was specially located
with the object of allowing an extension
westward

being taken to the south of the Ark
The Madras Railway Authorities
have been asked whether any sur-
vey plans are available showing
the line proposed for the extension
from the telegraph line
which have passed between the
Government of India and the
Government of Bombay. I gather
that a survey party has been
ordered down by the Government
of India to mark out the line
and that the survey staff will
afterwards ^{be} available for inspection
Taking into consideration the fact
that the line is divided between the
two

170
two Presidencies, and that it is
much more easily accessible from
Madras than from Bombay, I
would suggest that the Survey
party should work under general
instructions from this Government.

The plan and section of
the line between Bellary and the
Tongabudra rivers are sent in
circulation with these papers.

The other plans and sections of
the line from the Tongabudra
to Gudak, via Kopal, are not
circulated

Madras
3 March
1877

Wm. H. H. H.
Offg. Secy.
J. H. H. H.
J. H. H. H.
J. H. H. H.
J. H. H. H.

1 there was ample room for both rail-
ways, and that all necessary arrange-
ments could be made without diffi-
culty.

2 The memorandum of instruc-
tions for the survey party, received
from the Consulting Engineer to the
Bombay Government is also forward-
ed for the information of Govern-
ment.

Mantworth

Lieut. Col. R. R.

Madras
12th March

1877. 3 Consulting Engineer for Railways.

P. W. DEPARTMENT.

READ the following:—

FOR ORDERS.

It is suggested
that the letter from the
Bombay Government,
No 303 of the 27th February,
be now considered.

(1) That the Bombay
Government be informed
of the views held by this
Government with regards
to the location of the
line in the town of Bellary.
Also that those views
have been personally
explained by Mr. McK-
orth by the forwarding
Superintendent

Yes
14/3
By

Suggest (2) That the
 Madras Government
 accept the direct line
 via Bopal, as recommended
 by the Bombay
 Government (3) That
 after the line has been
 marked out, the officers
 employed in superin-
 tending construction
 of earthwork between
 Bellary and the Tonn-
 gabudra river should
 receive their instructions
 from this Government.

FOR ORDERS

Not certainly Br 14/3

2245

Yes

Br 14/3

Maintenance

14/3

Madras 3
 12 March 77
 Secretary to Govt

Co 23rd March 77 No. 10058/10058

11

19/3

From Balantha
 J. B. Hope, Commerce
 To Bombay
 Works.

Government of India sanc-
 tion immediate commencement of
 earthwork of railway between Hoob-
 he and Bellary by relief labourers.
 The land to be taken up and
 charged to the local Governments.
 This in no way pledges the Imperial
 Government to ultimate construction
 of the railway. Further instructions
 will issue from the Public Works
 Department.

20th February 1877.

P.W.D.

2 MAR 77

NO 2245

From Calcutta
Sir Andrew Clarke
To Bombay
Hodks.

For earthworks of Bellary
Hobli railway it is proposed to send
Shaw or Joff, Byers, Mareco and
three other assistants as a state work
traversing both Madras and Bombay
districts it should be under one
professional authority and an en-
gineer in chief should be nominated
formation width of lands should be
fourteen feet.

23 February 1877

L.O. 23rd March 77 J.B. B. 604

P.W.D.

2 MAR 1877
2245

77/2020
Railways.—Karwar and Hubli Railway.
Construction of line as relief work.

No. 302 of 1877.

*EXTRACT from the Proceedings of Government in the P. W. Department
(Railway), dated 27th February 1877.*

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2. A grant of Rs. 10,000 should be made towards preliminary expenses and survey of the Hubli and Bellary section during the current year.

3. The Government of Madras should be informed.

H. F. HANCOCK, Lieut.-Colonel, R. E.,
Under Secretary to Government.

To

The Government of Madras. (By letter.)
The Public Works Department, Secretariat.
The Consulting Engineer for Railways.
The Examiner of Public Works Accounts.

Q. 23rd March/77 L.D. 6011

No. 303 of 1877.

P. W. DEPARTMENT.

RAILWAY.

Bombay Castle, 27th February 1877.

FROM

THE SECRETARY TO THE GOVERNMENT OF BOMBAY.

TO

THE SECRETARY TO THE GOVERNMENT OF MADRAS.

SIR,

In continuation of my telegram, dated 24th instant, I am directed to forward, for information, copy of a Resolution of the Bombay Government, No. 302, dated 27th instant, and to state that, with the concurrence of His Grace the Governor of Madras, it is proposed that the line from Bellary to Hubli should be marked out, and the necessary land plans prepared by the Survey Staff about to be ordered down by the Government of India, under the general direction of the Bombay Government. If desired, the work might commence at Bellary, and on its completion it would rest with the Local Revenue and Public Works Officers to arrange for the employment of famine relief labour on the earth-works under instructions issued by the Governments of their proper Presidencies. The Survey Staff will be available for superintendence as soon as the line has been marked out, and the Government of India have been informed that, so long as operations are restricted to mere earth-work, it may be unnecessary, so far as the section in the Bombay Presidency is concerned, to indent on them for additional engineering assistance.

2. Plan and section, with copy of report and estimate submitted by Mr. Shaw for the Bellary-Gadak Division, are herewith forwarded; and I am directed to refer to my letter No. 407, dated 21st March 1874, and accompaniments, and to enquire what the views and wishes of the Madras Government are regarding the line to be adopted. The Consulting Engineer to this Government recommends the direct line, *via* Copal, 27 miles of which lie within His Highness the Nizam's Dominions.

I have the honour to be,

Sir,

Your most obedient servant,

Major-General, R. E.,
Secretary to Government.

20th Sep 1871. 2396.
 " " " 2397.
 3rd Nov " 2780.
 2 Dec " 3049. 3050
 18 Oct 1872. 2459. 58. 59
 11 Dec " 2927.
 16 " " 2980. 2981.
 10 June 1873. 1530.
 7 Oct " 2137.
 7 " " 2258. A.
 5 Dec " 2927. 29.
 20 " " 3066. 66A. 66B
 22 Feb 1874. 457. 58
 13 March " 693
 28 April " 1078
 10 June " 1817. 18
 25 July " 2024. 20
 17 Nov. " 3257. 52
 13 Jan 1875. 105. 106.
 14 Aug 1876. 2108. 2109
 14 Feb 1877. 216. 711
 28 " " 436
 24 " " 644

GOVERNMENT OF BOMBAY.
 P. W. DEPARTMENT.
 RAILWAY. 2 1877
 2245

To
 THE SECY. TO THE GOVT. OF MADRAS
 IN THE P. W. DEPT.
 RAILWAY.

No. 303.

Dated 27th February 1877.

Received

Time 3/

Forwards copy of the Resolution passed by
 the Government of Bombay, on the subject of
 commencing earth-works of Bellary and Hubli
 line as famine relief work.

P. W. D. Press.—27-2-77.

GA 23rd March 77 JB 604

GA 23/77 P. W. D. 12-3-77

No 1005 Public Works Department.
 PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 23 March 77
 Read the following:—

From
 The Govt of Bombay - (H.E. No 303 dated 27th Feb
 February 1877)

Ordered that the follow-
 ing letter be sent

(H.E. No 1006 dated 23 March 77)

No 1006

The Secretary to the
 Government of Bombay,
 Sir,

With reference to
 your letter No 303 dated
 27 February 1877, in-
 quiring what the views
 and wishes of the Mad-
 ras Government are re-
 garding the general
 direction

C. E. for by
 Res. Dept. with copy of
 letter to the
 Govt of Bombay

direction to be followed by the proposed railway from Bellary to Gadah, I am directed to state that, of the two lines surveyed, His Grace the Governor in Council accepts the direct line, via Copal, as recommended by the Bombay Government.

Two points however in connection with the Bellary end of the line require notice. First, that the proposed line, instead of being kept to the south of the Bellary Fort and joining the Madras Railway at the west end of their present station, has been taken considerably to the north of the Fort and is joined to the Madras Railway by a reverse curve at

at the east end of the station. Second, - that it is proposed to have a second station at Bellary for the new line, instead of making use of the large extent of accommodation available in the Madras Railway yard. The distance from the present station to the proposed one is nearly one mile, and the intervening gradient is 1 in 100.

These two points are dealt with at pages 8 and 9 of Mr Shaw's report. The Consulting Engineer for Railways and His Majesty's Secretary met Mr Molesworth at Bellary, and communicated to him the views held by the Madras

Madras Government
upon these points. It is
understood that Mr. Moles-
worth concurs in these
views; and an inspec-
tion of the station yard
showed that there was
ample room for both
railway, and that all
necessary arrangements
could be made without
difficulty.

4. I am further di-
rected to state that, after
the line has been marked
out, the officers employed
in superintending the
construction of earthwork
between Bellary and
Tongabudra river should,
in the opinion of this
Government, receive their
instructions from Madras.

In

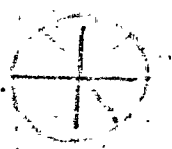
324
In the event of Madras
labour being employed
upon the earthwork
of the section which lies
within the dominions
of His Highness the Nizam,
the officers in charge
should in like manner
receive instructions from
this Government.

M.

W. O. B. P.
23-3-77-

W. O. B. P.
23-3-77-

Copy 5



G.Ot. of 1877 Madras.

PUBLIC WORKS

To The Comr Eng^r for W^m

Dated

Issued

Recd.

Encl.

G. O. 23rd March 1877, No. 100521006

Nos. 104-605-605

The undersigned
The Comr Eng^r
Bellary and Kumbli
Railway - Orders that
the Comr Bombay be
addressed in the subject of
imminently earthworks of
as famine Relief
works.

Accepting with
marks the direct line
Copies of the proposed
line from Bellary to
Kumbli

Done in the