

Public Works (1897) Department.

Soon

Proof

G.O., No. 555-556R
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DATED 14. August 1897

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11/11/97

[Despatch Abstract.]

Traffic between Kurnool Road Station and
Kurnool: Ordered that the Govt of India be
addressed in regard to the Statistics of — for
the year 1892-94 and on the importance of the line
as a famine work.
Traffic between Kurnool Road Station & Kurnool.

Reporting on the Statistics of — for the year
1892-94 and desiring that due weight
may also be given to the importance
of the line as a famine work.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
			449-80 R-B-20-7-94				

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Government {1897} of Madras.
PUBLIC WORKS.

Spare copies

AUGUST.

Ordered that the Government of India be addressed in regard to the statistics of — for the year 1893-94 and on the importance of the line as a famine work.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., No. 479 R., dated 20th July 1897.

Read—the following letter from the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 16th June 1897, No. 1018 R.C. :—

With reference to the correspondence ending with Government of India memorandum, No. 666 R.C., dated 29th June 1893, I am directed to enquire whether any further statistics of traffic are available on which to base a reliable estimate of the financial prospects of the proposed branch railway from Kurnool Road station to the town of Kurnool, and if so to request that they may be furnished to the Government of India at an early date in order that they may be considered at the conference to be held during the current year.

2. I am to forward for information copy of an estimate prepared by the Agent, Southern Mahratta Railway, and to point out that the Agent's estimate of the traffic that may be expected on this branch if it is made, appears to be based on the assumption that the whole of the passenger and goods traffic which is now booked from or to Kurnool Road station originates at or is destined for Kurnool town, and does not seem to take into account any fresh traffic which may be developed by carrying the rail-head 32 miles further into the country towards Kurnool town; nor, on the other hand, the possibility that some of the traffic now booked to or from Kurnool Road station may be for places nearer the main line than Kurnool town, or off the proposed branch altogether.

If no other traffic than what now finds its way to Kurnool Road station is to be expected, it is obvious that the proposed branch cannot be remunerative except at the expense of the parent line which would have to pay a rebate on traffic which already comes to it.

3. I am to add that the Government of India would also be glad to be favoured with the views of the Government of Madras as to the value of any further information which may be supplied.

ENCLOSURE.

From the Agent, Southern Mahratta Railway Company, Limited, to the Consulting Engineer for Railways, Bombay (through the Government Examiner), dated Dharwar, 24th April 1897, No. 3983.

With reference to Bombay Government Resolution, No. 351 of 1897, calling for report on the estimate for the Kurnool Branch Railway project, I beg to note as follows :—

The estimate formerly submitted was dealt with in Bombay Government Resolution, No. 1503 of 1893. Several of the leading figures need modification, viz. :—

	As estimated.	As now corrected.
Length	32 miles.	32 miles.
Cost, lakhs	11.32	9.88
	RS.	RS.
Cost per mile	35,376	30,884
Total estimated receipts	35,338*	...
Do. per mile per week	21½	45

* Exclusive of induced traffic.

The following are the reasons for altering the figures as above indicated :—

Cost per mile.—The original estimate provided for steel sleepers at 3-8-0 each, whereas we should now put in local Pyngadu (Jamba) sleepers at under Rs. 2 each. On the other hand the price of steel rails has gone up, but to meet this, second hand rails might, as on the Tadepalli canal siding, be used. These reductions bring down the mileage rate for Permanent-way from Rs. 13,785 to Rs. 10,000, the total saving under Permanent-way amounting to 1.44 lakhs which thus reduces the total cost of the line from 11.32 to 9.88 lakhs.

Estimated receipts.—In the original estimate—see report, page 9—only 10,950 third-class passengers were estimated for. I find on enquiry that this estimate was based on the number of passengers travelling by Tonga between Kurnool road and Kurnool, no allowance being made for passengers going on foot or by bullock cart. The statistics of Kurnool road station show that the total coaching numbers during the last three years varied from 55,703 to 59,624, and as these passengers practically all go to Kurnool, an estimate of 60,000 passengers a year is, I consider, moderate. From the same station statistics it appears that the number of tons of goods in and out of Kurnool road during the last three years varied between 12,370 and 15,263.

Using these figures, we have :—

60,000 at average $2\frac{1}{2}$ pies per passenger per mile	=	15 per mile per week.
15,500 at do. $\frac{1}{2}$ pie per maund mile	=	14 " "
Total ...	29	" "

To this must be added first, the rebate of 10 per cent. from the Main line under Branch Feeder line terms; second, something on account of traffic that now goes by cart direct from Kurnool to Gooty instead of, as it would, by rail *via* Kurnool Road—Guntakal to Gooty. What this latter amounts to cannot well be estimated. Owing to the existing famine it was considered useless to make any attempt to do so this year, but I agree with the Acting Traffic Manager in thinking that the rebate and the intercepted cross country traffic may be taken as raising the receipts to nearly the Rs. $44\frac{1}{2}$ per mile per week, which, with working expenses at 60 per cent., is the amount required to pay 3 per cent. on a line costing Rs. 30,884 per mile.

In this note nothing has been said about the possibility or probability of a line between Hyderabad and Kurnool being constructed at no very distant date, this simply because, if such a line were made, it may, I take it, be assumed that the link between Kurnool and Kurnool road required to connect up the metre gauge systems of Southern and Central India would be sanctioned as a matter of course.

Order—No. 479 R., dated 20th July 1897.

The Board of Revenue will be asked to refer the Government of India letter read above to the Collector of Kurnool for very early report and for favour of such statistics of traffic as he may be in possession of, or can collect, in the next few days so as to reach Government by 4th August next.

2. The following letter will be addressed to the Government of India.

[Here enter No. 480 R., dated 20th July 1897.]

(True Extract.)

(Signed) F. D. FOWLER,
Under Secretary to Government,
Railway Branch.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 20th July 1897, No. 480 R.

In reply to your letter No. 1018 R.C., dated 16th June 1897, I am directed to inform you that no statistics of the traffic between Kurnool Road and Kurnool are available of a later date than those contained in the printed report submitted by the Southern Mahratta Railway Company in 1892. Further statistics have been called for from the Collector of the district, and if received in time, will be forwarded to the Government of India before the middle of August with an expression of the opinion of this Government on their value.

2. As regards the estimate of traffic submitted by the Agent, Southern Mahratta Railway, and the comments thereon contained in paragraph 2 of your letter under reply, I am to say that the country between Kurnool and the existing railway as also that lying immediately to the south of Kurnool Road station, is reported to be very poor and sparsely populated. The Agent's assumption that, practically, the whole of the traffic booked at Kurnool Road station is destined for or originates at Kurnool town appears, therefore, to be well founded.

3. On the other hand, there is every reason to hope that the construction of the branch will draw to the railway traffic, from places beyond Kurnool itself, which does not at present come to it.

The Agent has made no allowance for this increased traffic the amount of which it is of course impossible to estimate, but this Government considers that in weighing the financial prospects of the line the value of this indeterminate traffic should not be lost sight of.

4. I am to say that His Excellency the Governor in Council attaches great importance, for administrative reasons, to the connection of this important town with the railway system, and trusts that the project may be favourably considered at the coming railway conference.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 6066, dated 3rd August 1897.

Read—the following letter from the Special Assistant Collector of Kurnool, dated 31st July 1897, Dis. No. 2157 :—

With reference to Board's Proceedings, Mis., No. 5764, dated 25th July 1897, I have the honour to report as follows.

2. There are at present 7 horse-jutkas, 7 bullock-carts with springs and 15 ordinary bullock-carts without springs, plying daily between Kurnool and Dhone. Conveyances of the first and second kinds are used exclusively for passenger traffic, and those of the third description generally carry goods, but some poor persons travel in these also. All the jutkas and springed bullock-carts are generally fully occupied every day and as each of the former conveys four and each of the latter six persons, the number of passengers going to Dhone from Kurnool and *vice versa* may be estimated to be as follows in each direction :—

Persons travelling by jutkas	...	...	...	...	...	7 × 4 = 28
Do. by springed bullock-carts	...	...	...	...	...	7 × 6 = 42
Do. by ordinary bullock-carts	...	...	...	...	...	15 × 2 = 30
Total						100

This is slightly in excess of the daily average arrived at from the 60,000 persons for the year estimated by the Agent, Southern Mahratta Railway, but some of the persons who travel from Kurnool to Dhone pass on to Pyāpali or other places and *vice versa* without proceeding by rail in the direction of Nandyal or Guntakal, and are therefore excluded from the statistics available at the Kurnool Road station. If the proposed line be constructed, these persons will of course avail themselves of it; hence the slight increase provided for.

3. It should further be observed that intercommunication increases in proportion to the facilities afforded by improved means of locomotion. When the line between Guntakal and Bezwada was opened, there were only two horse jutkas and about half a dozen bullock carts without springs plying between Kurnool and Dhone. These have since largely increased as stated above and generally find the full number of occupants every day. Moreover, the extension of the Railway to Kurnool will induce the inhabitants of the Nizam's villages within a radius of 20 or 25 miles from Kurnool to avail themselves of the new line. Such of these persons as wish to go to Raichur, &c., at 80 or 100 miles from their villages will take the train at Kurnool and proceed by rail rather than travel the whole of the long distances between their villages and their destinations by country carts through difficult and possibly unsafe roads or cart tracks. Under these circumstances, 100 may be safely taken as the minimum daily average number of passengers going to Dhone from Kurnool and *vice versa* in each direction and the receipts in the shape of railway fare payable by passengers may be estimated to be as follows :—

		no.	Railway fare.	
			RS.	
Adopted from the printed estimate.	1st Class	...	183	366
	2nd "	...	1,825	1,825
	3rd "	...	72,000	30,000
				32,191

4. As regards goods traffic, I beg to append two statements showing particulars of articles exported from and imported into Kurnool from 1st July 1893 to 30th June 1894. These statistics were furnished in 1894, a normal year, by M.R.Ry. A. Vencoba Rau, the then Municipal Chairman; M.R.Ry. Medam Subbanna Chetty, the leading merchant of Kurnool and M.R.Ry. C. Ramsingh Rao Bahadur, also an influential merchant of the town, and at present out-agency contractor. The persons have by their position and occupation special means of knowing well the nature and extent of the commercial transactions of Kurnool and their figures may be regarded as fairly reliable. It will be seen that the total quantity shown in statement A (imports) is nearly the same as that given in the printed estimate prepared in 1892, but statement B exhibits considerable increase. This is mainly due to the fact that the quantities of timber and bamboos exported were altogether omitted in Mr. Huddleston's estimate and the exports of linseed was greatly underestimated. Again the total of the exports and imports entered in the statements comes to 23,197 tons, whereas the figure adopted by Major Burn Murdock from the statistics available at the Kurnool Road station is 16,500 tons. This difference is due to a great extent to considerable traffic from Kurnool finding its way direct to Gooty instead of being booked at the Kurnool Road station, an important factor in the statistics relating to the proposed branch and referred to by the Agent in the penultimate paragraph of his letter embodied in the Board's Proceedings under reply. Also of timber and bamboos, a good deal goes to Adóni and Bellary by road which would probably be sent by the proposed line. The entire quantity shown in statement B will be booked at Kurnool, if it becomes a Railway station.

5. Another important matter for consideration is that Kurnool has for centuries been the emporium of grain and other merchandise from a large number of the Nizam's villages adjoining and it is estimated that about 20 per cent. of the traffic from Kurnool appertains to these villages. The extension of the railway to Kurnool will tend to attract the grain merchants and other traders of several villages lying beyond, within a radius of about 25 or 30 miles from Kurnool. These men now carry their commodities 70 or 80 miles to Raichur.

Thus not only will considerable trade be diverted from the direction of Raichur to that of Kurnool but also the commercial resources of Kurnool and the adjacent Nizam's country will be developed, as a result of which it is estimated that the exports and imports of Kurnool will be augmented by at least 10 per cent. to begin with.

6. Arranging these data, we have—

Freight or imports of 8,241 tons (Statement A)	...	...	...	RS.	14,925
Do. or exports of 14,956 " (" B)	...	...	...	...	25,632
Total	...	...	...	...	40,557
Add—10 per cent. of the above, being receipts likely to be realized by increased traffic from the Nizam's villages	...	...	...	...	4,056
Add—earnings by passenger traffic	...	...	...	...	32,191
Total	...	...	...	...	76,804
Deduct—60 per cent. of total earnings for working expenses	...	...	...	...	46,083
Surplus	...	...	...	...	30,721

It will be observed that the surplus is sufficient to pay an interest of 3·1 per cent. on the invested capital (9·88 lakhs) even neglecting the rebate of 10 per cent. on interchanged traffic claimable by the new branch from the parent line.

7. I beg to state in conclusion that added to the fairly promising nature of the financial prospects of the undertaking is the consideration that the new line would be a great boon to this district as a famine protective work and that its consideration is, therefore, very desirable.

8. G.O., No. 479 R., dated 20th July 1897, is herewith returned as directed.

ENCLOSURES.

A.—STATEMENT showing particulars of imports from Madras, &c., to Kurnool, from 1st July 1893 to 30th June 1894.

Names of articles.	Quantity in tons.	Rate per ton for 32 miles.	Amount of freight.	From what places imported.
Iron	555	RS. A. P.	RS.	Madras.
Copper and brass utensils	30			Bombay.
Salt	1,083			Madras, Bombay and Goa.
Kerosine oil	166			Bombay.
Sugar	144			Bombay and Madras.
Catechu	6			Do.
Jaggery	1,550			Cuddapah and Hindupur.
Wheat	389			Bellary.
Salt fish	30			Madras.
Potatoes, garlic, &c.	130			Bangalore.
Gunny bags	50			Bombay and Madras.
Horsegram	500	1 8 9	9,762	Gooty, Cuddapah and Bellary.
Cotton seeds	666			Adoni, Bellary and Guntur.
Kusumalu	55			Adoni and Bellary.
Gingelly oil seeds	55			Gooty and Cuddapah
Red gram	500			Guntur.
Cocanut oil	16			Guntur and Bellary.
Groundnuts	25			Hindupur and Bangalore.
Bengal gram	100			Guntur and Cuddapah.
Gingelly oil	33			Bellary and Hospet.
Empty bags	167			Madras and Bombay.
Teakwood	25			Madras.
Coriander seeds	16			Guntur.
Coal	20			Madras.
	6,311			
Twist and piece goods	778			Madras and Bombay.
Liquors (English)	25			Madras.
Do. (country)	150	2 4 0	3,044	Bellary, &c.
Cocoanuts	350			Bellary.
Ginger (green)	25			Gooty.
Cement	25			Madras.
	1,353			
Native cloths	222	2 15 3	715	Madras, Bombay, Salem, &c.
Government stationery	20			Madras.
Medical drugs and stationery	260	3 12 9	1,033	Bombay and Madras.
Cash-chests	6			Madras.
Match-boxes	60	4 8 0	225	Do.
Government treasure	13	11 4 0	145	Do.
Total ..	8,241	..	14,925	

B.—STATEMENT showing particulars of exports from Kurnool to Madras, &c., from 1st July 1893 to 30th June 1894.

Names of articles.	Quantity in tons.	Rate per ton for 32 miles.	Railway freight.	To what places exported.
Skins (raw)	100	RS. A. P.	RS.	Madras.
Horns	67			Madras and Hyderabad.
Oil-seeds (castor)	866			Gooty and Cuddapah.
Onions	100			Cuddapah, Bellary, &c.
Jonna	267			Bombay and Madras.
Bengal, green and black grams	125			Bellary.
Tamarind	183	1 8 9	18,352	Bellary, Anantapur, &c.
Linsced	4,444			Hyderabad.
Lamp oil	17			Proddatur, &c.
Timber and bamboos	2,500			Guntur.
Betel leaves	50			Cuddapah and Madras.
Indigo seeds	75			Bombay and Madras.
Oil-cakes	75			Bellary and Adoni.
Myrabolams	28			Madras and Cuddapah.
Vomum	1,666			Hyderabad, Madras and Nellore.
Rice	1,200			
Coriander seeds	18			
Dal, &c.	53			
	11,864			
Bark (tanning)	900			Madras.
Skins (tanned)	33			Madras and Bombay.
Hides	18			Madras.
Cotton (pressed)	1,000			Madras and Bombay.
Saffron	100			Madras.
Ghee	33	2 4 0	6,721	Cuddapah, &c.
Wax	11			Madras, Bangalore, &c.
Chillies	22			Hyderabad.
Carpets	317			Bangalore.
Painted wooden cot legs	60			Madras and Hyderabad.
Tobacco	360			Madras.
Do. stalks and powder	100			Salem.
Fruits	50			Bellary.
Gum	3			
Mustard seed	20			
Bamboo mats	20			
	2,987			
Indigo	75	2 15 3	221	Madras.
Government treasure	30	11 4 0	338	
Total ..	14,956	..	25,632	

Resolution—Mis. No. 6066, dated 3rd August 1897.

The Collector's report is full and will be submitted to Government, in reference to its order, No. 479 R., dated 20th July 1897.

(True Copy and Extract.)

(Signed) L. E. BUCKLEY,
Famine Secretary.

Mis. No. 4088, Revenue.

Transferred to the Public Works Department (Railway Branch), with reference to its Proceedings, No. 479 R., dated 20th July 1897.

(Signed) G. STOKES,
Ag. Secretary to Government.

6th August 1897.

RAILWAY.

Government {1897} of Madras.
PUBLIC WORKS.

S No. $\frac{555}{A}$ R., 14TH AUGUST 1897.

ORDER—No. $\frac{555}{A}$ R., dated 14th August 1897.

The Government of India will be addressed.

[Here enter No. 556 R., dated 14th August 1897.]

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.
„ Revenue Department.

Exd. W. D'Moss.

Recd.

Regd.

} 1897.

Enclosures

Spare copies

Letter, No. 556 R., 14th August 1897.

AUGUST.

Traffic between Kurnool Road station and Kurnool

Reporting on the statistics of — for the year 1893-94 and desiring that due weight may also be given to the importance of the line as a famine work.

SOUTHERN MAHRATTA RAILWAY COMPANY LD.

AGENT'S OFFICE,

DHARWAR, 24th April, 1897.

No. 3983.

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

BOMBAY.

Through the Government Examiner.

SIR,

With reference to Bombay Government Resolution No. 351 of 1897, calling for report on the estimate for the Kurnool Branch Railway Project, I beg to note as follows:—

The estimate formerly submitted was dealt with in Bombay Government Resolution No. 1503 of 1893. Several of the leading figures need modification, viz:—

	As estimated.	As now corrected.
Length ...	32 Miles.	32 Miles.
Cost, Lakhs ...	11.32	9.88
Cost per mile ...	Rs. 35,376	Rs. 30,884
Total estimated receipts	„ 35,338*	„ ...
Do per mile per week	21½	„ 45

The following are the reasons for altering the figures as above indicated:—

Cost per mile.—The original estimate provided for Steel Sleepers at 3-8-0 each, whereas we should now put in local Pyngadu (Jamba) Sleepers at under Rs. 2 each. On the other hand the price of steel rails has gone up, but to meet this, second hand rails might, as on the Tadepalli Canal Siding, be used. These reductions bring down the mileage rate for Permanent Way from Rs. 13,785 to Rs. 10,000, the total saving under Permanent Way amounting to 1.44 Lakhs which thus reduces the total cost of the Line from 11.32 to 9.88 Lakhs.

Estimated receipts.—In the original estimate—see Report, page 9—only 10,950 third class passengers were estimated for. I find on enquiry that this estimate was based on the number of passengers travelling by Tonga between Kurnool Road and Kurnool, no allowance being made for passengers going on foot or by bullock cart. The statistics of Kurnool Road station shew that the total coaching numbers during the last three years varied from 55,703 to 59,624, and as these passengers practically all go to Kurnool, an estimate of 60,000 passengers a year is, I consider, moderate. From the same station statistics it appears that the number of tons of goods in and out of Kurnool Road during the last three years varied between 12,370 and 15,263.

Using these figures, we have:—

60,000 at average 2½ pies per passenger per mile	= 15 Rs. per mile per week.
15,500 at average ½ pie per maund mile	= 14 „ „
Total	29 „ „

* Exclusive of induced traffic.

Public Works (1897) Department.

CURRENT No. 6074

To this must be added first, the rebate of 10 per cent. from the Main Line under Branch Feeder Line terms; second, something on account of traffic that now goes by cart direct from Kurnool to Gooty instead of, as it would, by rail via Kurnool Road-Guntakal to Gooty. What this latter amounts to cannot well be estimated. Owing to the existing famine it was considered useless to make any attempt to do so this year, but I agree with the Ag. Traffic Manager in thinking that the rebate and the intercepted cross country traffic may be taken as raising the receipts to nearly the Rs. 44½ per mile per week, which, with Working Expenses at 60 per cent., is the amount required to pay 3 per cent. on a line costing Rs. 30,884 per mile.

In this note nothing has been said about the possibility or probability of a line between Hyderabad and Kurnool being constructed at no very distant date, this simply because, if such a line were made, it may, I take it, be assumed that the link between Kurnool and Kurnool Road required to connect up the metre gauge systems of Southern and Central India would be sanctioned as a matter of course.

I have the honor to be,

Sir,

Your most obedient servant,

J. BURN MURDOCH, MAJOR, R. E.,
Agent.

Order No. 479. R dated 20/7/97

From Govt of India
Govt of India
C. R. E. H.

No. 1018 R-C

Dated 16th June 1897.

Received 23.6.97

Enclosures one

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SUBJECT.

Proposed Branch Railway from
Kurnool Station to the town of
Kurnool. Inquiring whether
any further statistics of traffic
are available on which to base a
reliable estimate of the financial
prospects of the

W.S. 6074/97

W.S. 6074/97

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
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G.O.	No.	Department.	S.
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No. 1018 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications
should be addressed
to the Secretary.

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Simla, the 16th June 1897.

Sir,

With reference to ^{the} correspondence ending with Government of India Memorandum No. 666 R.C. dated 29th June 1893, I am directed to enquire whether any further statistics of traffic are available on which to base a reliable estimate of the financial prospects of the proposed branch railway from Kurnool Road Station to the town of Kurnool, and if so to request that they may be furnished to the Government of India at an early date in order that they may be considered at the Conference to be held during the current year.

2. I am to forward for information copy of an estimate prepared by the Agent, Southern Mahratta Railway, and to point out that the Agent's estimate of the traffic that may be expected on this branch if it is made, appears to be based on the assumption that the whole of the passenger and goods traffic which is now booked from or to Kurnool Road Station originates at or is destined for Kurnool Town, and does not seem to take into account any fresh traffic which may be developed by carrying the rail-head 32 miles

further

No 479 R of 20th July 97

P.W. DEPARTMENT.

By B. B.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Govt. } H.E. No. 1078 R.C. of 16 June 1897
 of India P.W. Deptt. }

further into the country towards Kurnool Town; nor on the other hand the possibility that some of the traffic now booked to or from Kurnool Road Station may be for places nearer the main line than Kurnool Town, or off the proposed branch altogether.

If no other traffic than what now finds its way to Kurnool Road Station is to be expected it is obvious that the proposed branch cannot be remunerative except at the expense of the parent line which would have to pay a rebate on traffic which already comes to it.

3. I am to add that the Government of India would also be glad to be favoured with the views of the Government of Madras as to the value of any further information which may be supplied.

I have the honour to be,

Sir,

Your most obedient servant.

G. A. Anderson

Under Secretary.

Document accompanying:-

Copy of estimate referred to.

W.R.

The Board of Revenue will be asked to refer the Govt. of India letter read above to the Collector of Kurnool for very early report & for favour of such statistics of traffic as he may be in possession of or can collect in the next few days so as to reach Government by 4th August next.

2. The following letter may be addressed to the Govt. of India.

H.E. Letter No of July 1897

To The Board of Revenue.
 thro' the Revenue Deptt.

P.W. Current No. 6074
Rev: — — 4257
B. Form No. 12.

No. 480. A

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

Siula

Cotacamund, 20 July 1897.

SIR,

in reply to your letter No.
1015 R.L. d 16/6/97 I am
directed to inform you that
no statistics of the traffic
between Kurnool R.D. and
Kurnool are available of
a later date than
those contained in the
printed report submitted
to the S. M. R.L. in 1892.
Further statistics have
been called for from the
Collector of the district
and if received in time
will be forwarded to the
Govt. of India before the
middle of August with
an expression of the opinion
of this Govt. on their value.
2. As regards the estimate

A draft reply to the Govt. of
India is put up opposite
in accordance with instructions
of H.E. and the members
in the notes below.

25th
9.7.97

27/7/97

12/7/97

28

14/7/97

27/7/97

27/7/97

of traffic submitted by the Agent S.M.R. and the comments thereon contained in para 2 of your letter under ref. I am to say that the country between Kurnool and the existing railway as also that lying immediately to the South of Kurnool R. Station is reported to be very poor & sparsely populated. The Agent's assumption that practically the whole of the traffic looked at Kurnool R. Station is destined for or originates at Kurnool town appears therefore to be well founded.

3. On the other hand there is every reason to hope that the construction of the branch will draw to the railway traffic, from places beyond Kurnool itself, which does not at present come to it.

The Agent has made no allowance for this increased traffic the amount of which it is of course impossible to estimate but this Govt. considers that in weighing the financial prospects of the line the value of this indeterminate traffic should not be lost sight of.

4. I am to say that H.E. the Governor in Council attaches great importance to the construction of this important town with the railway system and that it is to be expected that the Government may be prepared to consider...

Public Works
Revenue (1897) Department.

CURRENT No. 7930



From The Board of Revenue,
Revenue Settlement, Land
Records and Agriculture
Madras

Order No. 4088 of 6th Aug 97

Transferred to the P.W.D.
(Railway Branch) with reference
to its Proceedings No. 479 R
dated 20th July 1897.

No. 6066 hrs.

Dated 3rd August 1897.

Received 7-8-97

Registered

Enclosures - 3

Spare copies.

Ag. Secretary to Govt.

octacommune }
6th August 1897

are 6/9/97
The R. Branch Committee
will be 4th inst.

6/8/97

SUBJECT.

Submitting to Government,
Revenue Department, the
report submitted by the Collector
of Kurnool on the proposed
railway from Dhane to
Kurnool city

la. 5/5/97
from meeting held 4/8/97

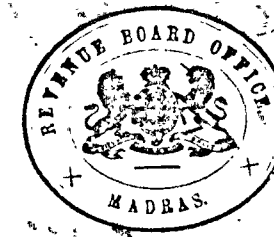
of traffic submitted by the
Agent S.M.R. and the

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture.)

Dated 3rd August 1897.

No. 6066 M.

Read the following letter from the Special Assistant Collector of Kurnool, dated 31st July 1897, Dis. N^o. 2157 of 1897:—

With reference to Board's Proceedings N^o. 5764 M. dated 25th July 1897, I have the honour to report as follows:—

2. There are at present 7 horse julkas, 7 bullock carts with springs and 15 ordinary bullock carts without springs plying daily between Kurnool and Dhone. Conveyances of the first and second kinds are used exclusively for passenger traffic and those of the 3rd description generally carry

Carry goods, but some persons — travel in these also. All the guthkas and springed bullock carts are — generally fully occupied every day and as each of the former conveys four and each of the latter 6 persons, the number of passengers going to Dhone from Kurnool and vice versa may be estimated to be as follows in each direction:—

Persons travelling by guthkas	$7 \times 4 = 28$
do. do. Springed bullock carts	$7 \times 6 = 42$
do. do. ordinary bullock carts	$15 \times 2 = 30$
Total —	100.

This is slightly in excess of the daily average arrived at from the 60,000 persons for the year estimated by the agent, — Southern Marahitta Railway, but some of the persons who travel from Kurnool to Dhone pass on to Pyapali or other places and vice versa without proceeding by rail.

rail in the direction of Nandyal or Guntakal and are therefore excluded from the statistics available at the Kurnool Road Station. If the proposed line be constructed, these persons will of course avail themselves of it; hence the slight increase provided for.

3. It should further be observed that intercommunication increases in proportion to the facilities afforded by improved means of locomotion. When the line between Guntakal and Bezavada was opened, there were only two horse guthkas and about half a dozen bullock carts without springs plying between Kurnool and Dhone. These have since largely increased as stated above and generally find the full number of occupants everyday. Moreover the extension of the Railway to Kurnool will induce the inhabitants

of the Nizam's villages within a radius of 20 or 25 miles from Kurnool to avail themselves of the new line.

Such of these persons as wish to go to Raichur &c at 80 or 100 miles from their villages will take the train at Kurnool and proceed by rail rather than travel the whole of the long distances between their villages and their destinations by country carts through difficult and possibly unsafe roads or cart tracks. Under these circumstances, 100 may be safely taken as the minimum daily average number of passengers going to Dhone from Kurnool and vice versa in each direction and the receipts in the shape of railway fare payable by passengers may be estimated to be as follows:—

	Class	No.	Ry fare
* adopted from the printed estimate	* { 1st	183	366
	2nd	1825	1825
	3rd	72000	30000
			<u>32191</u>

4. As regards goods traffic, I beg to append two statements showing particulars of articles exported from and imported into Kurnool from 1st July '93 to 30th June '94. These — statistics were furnished in 1894, — a normal year, — by Mr. A. Venkoba Rao, the then Municipal chairman, Mr. Medam Subbanna Chetty, the leading merchant of Kurnool and Mr. C. Ramesingh Rao Bahadur, also an influential merchant of the town and at present out-agency contractor. The persons have by their position and occupation special means of knowing well the nature and extent of the commercial transactions of Kurnool and their figures may be regarded as fairly reliable. It will be seen that the total quantity shown in Statement A (imports) is nearly the same as that given in the

the printed estimate prepared in 1892 but statement B exhibits a considerable increase. This is mainly due to the fact that the quantities of timber and bamboos exported were altogether omitted in Mr. Huddleston's estimate and the exports of linseed was ^{greatly} generally underestimated. Again the total of the exports and imports entered in the statements comes to 23,197 tons, whereas the figure adopted by Major Burn Murdock from the statistics available at the Kurnool Road Station is 15,500 tons. This difference is due to a great extent to considerable traffic from Kurnool finding its way direct to Gooty instead of being booked at the Kurnool Road Station - an important factor in the statistics relating to the proposed branch and referred to by the agent in the penultimate para of his letter

embodied in the Board's Proceedings under reply. Also of timber and bamboo, a good deal goes to Adoni and Bellary by road which would probably be sent by the proposed line. The entire quantity shown in statement B will be booked at Kurnool, if it becomes a railway station.

5. Another important matter for consideration is that Kurnool has for centuries been the emporium of grain and other merchandise from a large number of the Nizam's villages adjoining and it is estimated that about 20 p.c. of the traffic from Kurnool appertains to these villages. The extension of the railway to Kurnool will tend to attract the grain merchants and other traders of several villages lying beyond - within a radius of about 25 or 30 miles from Kurnool. These men now carry their commodities 70 or 80 miles to Raichur.

Thus

Thus not only will considerable trade be diverted from the direction of Raichur to that of Kurnool but also the commercial resources of Kurnool and the adjacent Nizam's country will be developed, as a result of which it is estimated that the exports and imports of Kurnool will be augmented by at least 10 p.c. to begin with.

6. Arranging these data, we have:

Freight or imports of 8,241 tons Rs. <u>14,925</u>	Statement A
do. exports of 14,956 tons Rs. <u>25,632</u>	Statement B
Total ...	40,557

Add 10 p.c. of the above, being receipts likely to be realized by increased traffic from the Nizam's villages — } 4,056

Add earnings by passenger traffic — } 32,191

Total earnings 76,804

Deduct 60 p.c. of total earnings for working expenses — } 46,083

Surplus 30,721

It will be observed that the surplus is sufficient to pay an interest of 3.1 per cent on the invested Capital (9.88 lacs) even neglecting the rebate of 10 p.c. on interchanged traffic claimable by the new branch from the parent line.

7. I beg to state in conclusion that added to the fairly promising nature of the financial prospects of the undertaking is the consideration that the new line would be a great boon to this district as a famine protective work and that its consideration is, therefore, very desirable.

8. G. O. No. 479 dated 20.7.97
R

Resolution

(Encopy extract)

Drucke
378

James Tenney

to the Secretary to Government,

Revenue Department
in the 2 statements

Greene

0053
2526

Names of Articles	Quantity in tons	Rate per ton for 32 miles	Amount of freight	From what places imported
Iron	555	No. a. p.		Madras
Copper & brass utensils	30			Bombay
Salt	1083			Madras, Bombay & Goa
Kerosine oil	166			Bombay
Sugar	144			Bombay and Madras
Catichu	6			- do.
Jaggery	1550			Cuddapah and Hindupur
Wheat	389			Bellary
Salt fish	30			Madras
Potatoes, Garlic &c	130			Bangalore
Gunny bags	60			Bombay & Madras
Horse gram	500			Gooty, Cuddapah and Bellary
Cotton seeds	666	1-8-9	9762	Adoni, Bellary & Guntur
Kusumalu	55			Adoni & Bellary
Gingelly oil seeds	55			Gooty & Cuddapah
Red gram	500			Guntur
Cocoanut oil	16			Guntur & Bellary
Ground nuts	25			Hindupur & Bangalore
Bengal gram	100			Guntur & Cuddapah
Gingelly oil	33			Bellary & Hospet
Empty bags	167			Madras & Bombay
Teak wood	25			Madras
Coriander seeds	16			Guntur
Coal	20			Madras
	6311			
Twist and piece goods	778			Madras & Bombay
Liquors (English)	25			Madras
do (Country)	150			Bellary &c.
Cocoanuts	350	2-4-	3044	Bellary
Ginger (green)	25			Gooty
Cement	25			Madras
Native cloths	1353			Madras, Bombay
Government Stationery	222	2-15-3	715	Madras
Religious & Stationery	266	3-12-9	1033	Bombay and Madras
Cash Chests	50	4-8-0	225	Madras
Match boxes	13	11-4-2	146	Madras
Government treasure	8241		14925	

Wynwood
25 July 1897

(Signed) B. R. Kungiah Raidu
for Special Assistant Collector

(True copy)

LeSwamkani

For Famine Secretary

Statement showing
Kurnool to Madras from 1st July 1893 to 30th June 1894

No	Names of articles	Quantity in Tons	Rate per ton for 32 miles	Rail- way freight	To what places exported
			Rs p	As p	
1	Skins (raw)	100			Madras
	Skins	67			do.
	oil, Seeds (Castor)	886			do.
	Onions	100			Hyderabad
	Yonna	267			Coole & Cuddapah
	Bayl, green & black green	125			Cuddapah Bellary & Co
	Lamacerand	183			do.
	Linseed	4444			Bombay & Madras
	Ramp oil	17	1-8.9.18352		Bellary
	Timber & bamboos	2500			Bellary, Anantapur & Co
	Betel-leaves	50			Hyderabad
	Indigo Seeds	75			Hyderabad & Co
	oil Cakes	75			Coole
	Mimoholams	28			Cuddapah & Madras
	Yomum	1666			Bombay & Madras
	Rice	1200			Bellary & Chdoni
	Coriander Seed	18			Madras & Cuddapah
	Dal	83			Hyderabad, Madras & Bellary
		11964			
	Bark (tanning)	900			Madras
	Skins (tanned)	33			do.
	Hides	18			do
	Cotton (pressed)	1000			do & Bombay
	Caffoon	100			Madras
	Ghee	33			do & Bombay
	Wax	11			Madras
	Chillies	22	2.4.0	6721	Cuddapah & Co
	Carpets	317			Madras Bangalore & Co
	Painted wooden Cot legs	60			Hyderabad
	Tobacco	300			do.
	do. Stalks & powder	100			Bangalore
	Famids	50			Madras Hyderabad
	Gum	3			Madras
	Mixed Seed	20			Calcutta
	Bamboos made	201			Bellary
	Indigo	75	2.15.3	221	Madras
	Concombre treacure	301	11-4	338	do.
		14956		25632	
					per 100 Rs Bangalore Madras
					In 100 Rs

Kurnool -
31-7-93

(Duesy)

W. Wamikan

For Annual Statement

Done 3/8/94

No. 555 A R of 14th August 1897 DEPARTMENT.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

138

again
READ the following

Pages of the Madras
Govt. P. W. Dept: — } H.E. no: 479-80 R of 20th July 1897
Read also

Endorsement from the
Revenue Dept: — } H.E. No. 4088 of 6th August 1897

The Government,
India will be addressed.

To
The Comptroller for Rs
— Revenue Dept: — 24/9/97

25/9/97

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla

Colacannam, 14th Aug 1897.

SIR,

- in continuation of my letter No. 480R of 20/7/87 I am directed to forward for information copy of a letter No. 2157 of 31/7/97 from the Collector of Kurnool giving statistics for the year 1893-4 of the traffic between Kurnool Road^{Station} and Kurnool
- The statistics which appear to be trustworthy show a slightly more favourable return on the capital cost of the line than those forwarded with your letter No. 1018 R.C. d. 16/6/97.
 - It will be observed that the now submitted shows a return of 3.1% on the estimated capital of Rs. 88 lakhs, omitting

H. E. The Governor

The Hon. Sir H. Wilson K.C.S.I.

" " Sir James C.S.I.

Draft for approval. I think it is as well to give the fact of having that quotation from the Minutes of the Board of Rev. which I am now dealing with, in connection with the larger question of picking out a selected number of schemes from the list of twenty entered in in connection with the R. & A. Finance Dept. letter of Sept 18th 1895. I do not put up the other papers as the Minutes was then a few days ago. I am trying to deal with them during my brief stay in Madras.

F.R.S.

11/8/97

Secy P.W.

The rebate of 10% on traffic
interchanged with the parent
line permissible under
Koramb line terms.

4. The bulk of the traffic is in
the direction of Kundum or Bhalay
and travels over the parent
line as far as Gumbatal
43 miles: the rest goes mostly
to Bhalay, Bangalore or further.
For purposes of calculation 50 miles
may therefore be taken as the
lead over the main line.

The gross savings receipts earned of
the main line on interchanged
traffic will then be $\text{Rs } 76,804 \times 50$
32

= 121570.

10% on this figure = Rs 12157 per
annum which is = 1.2% on the
Capital of Rs. 88 lakhs.

5. The prospects of the line are therefore
favourable, and in addition to
the arguments in favour of its
early construction urged in this
Govt. letter No. 332 R. of 10/5/97 + File F
H.E. the Governor in Council
is desirous that due weight may
be given to the importance of
the line as a famine work, and
in this connection I am desirous to quote a
paragraph from a recent Resolution
No. 397 of the 25th May 1897
of the Board of Revenue of this
Presidency. (Hence quoted page 4. III.)

The tract to be traversed by the line begins at Ramallakot and
Nandikothkur taluk, in which 35 to 29 per cent of the
population of 1871 had died when the preceding
Census was taken. The tract is liable to great and frequent deficiencies
of rainfall, and though a considerable area of the Nandikothkur taluk is
commanded by the Kurnool Irrigation canal, that work has never been fully
utilised, and the area commanded lies about 30 to 40 miles east of the
line suggested. The number of people relieved during the famine of 1876-78
at the relief camps of Dinnur - Devanagur situated on this line were much
larger than those at other camps. In point of village relief also,
Ramallakot taluk needed relief to a greater extent than the
other taluks, the number of villages in Ramallakot taluk where relief
was given being 54 against 13 in Cumbum, 12 in Nandikothkur, 14 in
Pattikonda and 5 in Nandyal. During the scarcity in 1891-92, 23 villages
along the Bellary line were in Ramallakot taluk and 12 villages in the
extreme south of the Nandikothkur taluk, all of which are within 25
miles of the proposed line, suffered severely.

JWS

11/8/97

Director's correspondence

Copy of letter from the Collector of Kurnool
with enclosure

Handwritten text, likely bleed-through from the reverse side of the page. The text is mirrored and appears to be a list or series of notes, though the specific words are illegible due to the quality of the scan and the nature of the bleed-through.

Blank page with visible vertical crease and minor scanning artifacts.