

Public Works (1897) Department.

G.O., No. 741 R.

DATED 28. September 1897

1/10/97

Ch. B. J. J.

[Despatch Abstract.]

Branch line from Narasaraopet to Pondugal.

Informing the Board of Rev: that so far as His Govt is aware there is no present intention on the part of H.H. the Nizam's Govt to extend the Mammas Hyderabad Railway in the direction of Pondugal, that the question of a — must stand upon its own merits and that it will have to be considered as a short branch district line only.

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Indexed.

1/10/97

Government {1897} of Madras.
PUBLIC WORKS.

Spare copies

SEPTEMBER.

Informing the Board of Revenue that, so far as this Government is aware, there is no present intention on the part of His Highness the Nizam's Government to extend the Manmad-Hyderabad Railway in the direction of Pondugal; that the question of a — must therefore stand upon its own merits; and that it will have to be considered as a short branch district line only.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 3262, dated 1st July 1896.

Read—Endorsement from the Consulting Engineer for Railways, dated 18th June 1896, No. 1857.

Resolution—Mis. No. 3262, dated 1st July 1896.

Communicated to the Collectors of Kurnool and Kistna.

2. The information asked for in the concluding portion of paragraph 2 of the letter from the Engineer-in-Chief, Hyderabad-Godavari Valley Railway, was contained in the Collector's letter of the 11th October 1893, a copy of which has been furnished to the Consulting Engineer with Board's Proceedings, Mis. No. 2838, dated 10th June 1896. The Board forwards herewith an extract from a recent report received from the Collector of Kistna advocating a continuation of the railway to join the Southern Mahratta Railway at Narasaraopet.

(True Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 3406, dated 14th May 1897.

Read—the following letter from the Collector of Kistna, dated 1st June 1896, Dis. No. 2002 :—

8. *Guntur-Pondugal Railway.*—The only considerable tract in this district which, while liable to famine, is as yet unserved by railway communication is the Palnad taluk. With the adjoining taluks of Vinukonda, Narasaraopet and Sattenapalli, it suffered severely in the great famine of 1876-77; while it was only in the Palnad taluk and a portion of Sattenapalli and Narasaraopet that the scarcity of 1891-92 was so severely felt as to necessitate the opening of special relief-works. I regret that I have been unable to collect statistics as to the expenditure incurred in relief of distress. The tracts of His Highness the Nizam's dominions facing the Palnad taluk on the other side of the Kistna river are equally liable to periodical scarcity. In ordinary years these taluks of Palnad, Narasaraopet and Sattenapalli are large producers of dry grains and of cotton. The annexed statement gives areas under different crops for a series of years. Statement No. 2 gives particulars of cultivation under various crops for five years ending fasli 1304.

9. The distance from Guntur to Pondugal by road is 54 miles, and a railway would probably follow the road alignment closely; so short a branch line passing through a country not specially rich or productive would probably not pay; and though it would doubtless be of great use in case of famine, I could not say that it would be an absolute necessity. But I am aware that a project is in contemplation to connect the Hyderabad-Manmad line, otherwise called the Hyderabad Extension Railway, with the narrow gauge system in Madras, thereby linking up the narrow gauge

system of Northern India with that of this Presidency. I have heard that it is proposed that the junction should be effected by a line from Hyderabad direct to Nandyal, and I have seen it stated in the papers recently that the survey of this line is about to be undertaken. My present proposal is that the linking up of the Hyderabad-Manmad line with the Southern Mahratta Railway should be effected not at Nandyal but at either Guntur or Narasaraopet by a line direct from Hyderabad to the Palnad taluk and thence as may be decided on.

10. So far as Hyderabad territory is concerned, the line I advocate would, I believe, traverse a better cultivated and more populous country than the suggested Hyderabad-Nandyal line. The distance would be much the same; but I believe the Nandyal route will be found to present greater engineering difficulties. In the Palnad taluk the bridging of the Kistna river presents no difficulty. It is there a narrow river between rocky banks and once the Kistna is crossed, the country as far as either Narasaraopet or Guntur is almost a dead level, without any rivers at all.

11. As an exporting route the line through this district offers unquestionable advantages; for, unless rates for freights are so manipulated as to divert the ordinary course of trade, it is obvious that produce exported by the railway would naturally go either to Cocanada or Madras, and therefore, if the junction be at Nandyal instead of Guntur, the distance from Nandyal to Guntur, 169 miles, will be so much "lead" unnecessarily added to the cost of transport.

12. It might be found advisable to still further continue the line I have advocated so as to join the Bezvada-Madras line at any convenient point, say Chirala. The effect of this would be to shorten the distance between Madras and Hyderabad by 164 miles. Should such a prolongation of the line be deemed expedient, it would be more convenient that the junction with the Southern Mahratta Railway should be at Narasaraopet instead of at Guntur; but whichever route might be selected, the line would traverse a rich upland country producing very large crops of cholum, cumbu, cotton, indigo, &c. During the past official year traffic statistics have been recorded at Piduguralla in the Palnad taluk (*vide* Board's Proceedings, Mis. No. 2014 (Revenue Settlement), dated 19th April 1895. I have not received figures showing traffic registered, but have called for them. These figures will show a part only of the export and import trade of the Palnad taluk.

13. In connection with my present proposal, I would add that the Public Works Department have projects either sanctioned or under investigation for ten irrigation works in the tract of country which would be served by the proposed railway by which it is expected that 14,700 acres will be brought under wet cultivation. But the Superintending Engineer, II Circle, has brought prominently to the notice of Government the defective state of communications in the taluks in question, and doubts the expediency of going on with the works till the ryots are provided with better means of exporting their produce. The Superintending Engineer refers to want of good roads; but a railway would be infinitely better than the best possible roads.

Read—also the following letter from the Collector of Kistna, dated 7th April 1897, Dis. No. 372/Eng. :—

I have the honour to forward herewith, for submission to Government, a memorial from the inhabitants of Narasaraopet asking for the extension of the Hyderabad Metre-gauge Railway to that town.

2. The genesis of the memorial came about in this way. It was known from various paragraphs in the public press that the Nizam's Guaranteed State Railway Company contemplated extending what is known as the Godavari Valley Railway now under construction, southwards to join the Southern Mahratta Railway system, and that one proposal was to unite the two systems at either Nandyal or Kurnool road. I had myself advocated the superior advantages of placing the junction either at Guntur or Narasaraopet in my letter, Dis. No. 2002/Ver., dated 1st June 1896. About

Christmas of last year, I heard that the line to Kurnool road had been surveyed by the Nizam's Guaranteed State Railway Company and was not approved of; and when visiting Narasaraopet town, I mentioned to one or two of the leading inhabitants the possibility of the line coming in their direction: adding that if they considered that it would benefit them, they had better make their opinion known. The memorial which is otherwise entirely spontaneous, is the outcome, perhaps, of what I said.

3. A very strong case could be made out in favour of the alignment through this district. It would be a cheap line to make, presenting no serious obstacles anywhere. The Kistna river could be easily bridged at almost any point in the Palnad taluk. The country traversed in British territory is wealthy and populous. The two taluks traversed show the following densities:—

	Area in square miles.	Deduct forests.	Habitable area.	Gross population.	Density.
Palnad	1,066	324	742	142,011	191
Narasaraopet	712	11	701	146,377	223

The principal products are cotton, castor-seed, food-grains and indigo. The whole of the cotton and castor-seeds are exported and Narasaraopet town is the present emporium, having to a large extent supplanted Guntur in this respect.

4. It is hardly necessary to point out how valuable the line would be in times of famine or distress anywhere along the route it would pass through. It would be of immense benefit to the Palnad taluk, a tract capable of very great development both agriculturally and industrially.

5. I am not personally acquainted with that part of His Highness the Nizam's dominions through which the line would pass; but I am informed that it possesses great fertility and might be made to produce large quantities of either cereals, castors or cotton, and that it only wants opening out to ensure its development.

6. The mineralogical wealth of the Palnad taluk includes diamonds (not now worked, but the miles and miles of old workings leave little doubt that stones are still to be found), lead (not now worked), ironstone in abundance, marble of almost all qualities, Koilkunta flagstones and Owk slates, the finer qualities approaching English slate in fissibility and texture. There are 324 square miles of Government forests in the Palnad taluk, and it is anticipated that in a few years there will be a considerable export of timber.

7. I have confined the above brief remarks to the local aspects of the proposed line. Through traffic depends on large questions of the course of trade, which it is always very difficult to forecast. The line would pay so far as the portion lying in British territory is concerned, and in the interests of the district I strongly advocate its construction.

Resolution—Mis. No. 3406, dated 14th May 1897.

The petition of the inhabitants of Narasaraopet and Palnad taluks in original, together with the remarks of the Collector in the two letters read above, will be forwarded to Government for consideration.

2. The advantages of Narasaraopet over Nandyal as the point of junction of the proposed branch line from the Hyderabad-Manmad line with the Southern Mahratta Railway are: (a) that the Hyderabad-Narasaraopet route will present greater engineering facilities, especially as regards the bridging of the Kistna which, at Pondugal where the line would enter the British territory, is narrow with a rocky bed, whereas at Maravakonda (below the confluence of the river with the Tungabhadra) where the Hyderabad-Nandyal line would enter British territory, it is very broad; and (b) the Hyderabad-Narasaraopet line would be a better protective line than the other, the taluks of Nandikotkur and Nandyal which would be traversed by the Hyderabad-Nandyal line being better protected by canal and railway and being likely to be

afforded additional protection by the Dhone-Kurnool Railway when opened, whereas the Hyderabad-Narasaraopet line would open up a large tract in the Kistna district which has hitherto been specially liable to be affected by draught; above all, the line would, as pointed out in paragraph 13 of the first of the letters read above, promote the success of certain irrigation projects whereby 14,700 acres are expected to be brought under irrigation. The Collector states his belief that so far as the Hyderabad territory is concerned, the tract along the Hyderabad-Narasaraopet route is better cultivated and more populous than that along the Hyderabad-Nandyal route.

(True Copy and Extract.)

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

Mis. No. 2649, Revenue.

Transferred to the Public Works Department (Railway).

OOTACAMUND,
22nd May 1897.

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

ORDER—No. 741 R., dated 28th September 1897.

The Board of Revenue will be informed that, so far as this Government is aware, there is no present intention on the part of His Highness the Nizam's Government to extend the Manmad-Hyderabad Metre-gauge Railway in the direction of Pondugal. The question, therefore, of a branch line from Narasaraopet to Pondugal must stand upon its own merits, and if any arguments and statistics are put forward on its behalf, it must be recollected that it will have to be considered as a short branch district line only.

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Revenue Department.

„ Board of Revenue (Revenue Settlement, Land Records and Agriculture).
„ Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

Extract of letter from the Collector of Kistna,
dated 3rd June 1896, Dis No. 2002. 1088

8. Guntur - Pondugal Railway.

The only considerable tract in this district, which while liable to famine, is as yet unserved by Railway communication, is the Palnad taluk. With the adjoining taluks of Vinukonda, Narasarowpet and Sattenapalli, it suffered severely in the great famine of 1876-77: while it was only in the Palnad taluk and a portion of Sattenapalli and Narasarowpet that the scarcity of 1891-92 was so severely felt as to necessitate the opening of special relief works. I regret that I have been unable to collect statistics as to the expenditure incurred in relief of distress. The tracts of His Highness the Nizam's Dominions facing the Palnad taluk on the other side of the Kistna river are equally liable to periodical scarcity. In ordinary years these taluks of Palnad, Narasarowpet and Sattenapalli are large producers of dry grains and of cotton. The annexed statement gives areas under different crops for a series of years. Statement No. 2 gives particulars of cultivation under various crops for five years ending fasli 1304.

9 The distance from Guntur to Pondugal by road is 54 miles and a Railway would probably follow the road alignment closely. So short a branch line passing through a country not specially rich or productive would probably not pay: and though it would doubtless be of great use in case of famine, I could not say that it would be an absolute necessity. But I am aware that a project is in contemplation to connect the Hyderabad Mammad line, otherwise called the Hyderabad Extension Railway, with the narrow gauge system in Madras thereby linking up the narrow gauge system of Northern India with that of this Presidency. I have heard that it is proposed that the junction should be effected by a line from Hyderabad direct to Nandyal, and I have seen it stated in the papers recently that the survey of this line is about to be undertaken.

My

My present proposal is the linking up of the Hyderabad Mamnad line with the Southern Mahratta Railway should be effected not at Nandyal, but at either Guntur or Narasarowpet by a line direct from Hyderabad to the Palnad taluk and thence as may be decided on.

10. So far as Hyderabad territory is concerned the line I advocate would, I believe, traverse a better cultivated and more populous country than the suggested Hyderabad-Nandyal line. The distance would be much the same, but I believe the Nandyal route will be found to present greater Engineering difficulties. In the Palnad taluk, the bridging of the Kistna river presents no difficulty: it is there a narrow river between rocky banks: and once the Kistna is crossed, the country as far as either Narasarowpet or Guntur is almost a dead level, without any rivers at all.

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12. It might be found advisable to still further continue the line I have advocated so as to join the Bezwada-Madras line at any convenient point, say Chirala. The effect of this would be to shorten the distance between Madras and Hyderabad by 164 miles. Should such a prolongation of the line be deemed expedient, it would be more convenient that the junction with the Southern Mahratta Railway should be at Narasarowpet instead of Guntur: but whichever route might be selected, the line would traverse a rich upland country producing very large crops of Cholum, Cumbu, Cotton, Indigo &c. During the past official year, traffic statistics have been recorded at Peduguralla in the Palnad taluk. (Vide B.P.No. 2014 Mis. (Rev. Sett.) dated 19"-4-95). I have not received figures shewing traffic registered, but have called for them. These figures will shew a part only of the export and import trade of the Palnad taluk.

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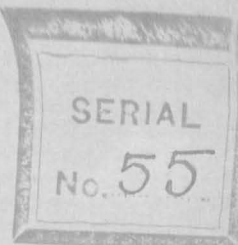
1198
Superintending Engineer, 2" Circle, has brought prominently to the notice of Government the defective state of communications in the taluks in question and doubts the expediency of going on with the works till the ryots are provided with better means of exporting their produce. The Superintending Engineer refers to want of good roads: but a Railway would be infinitely better than the best possible roads.

(True Extract Copy.)

M. J. A. M.
Secretary.

C.B.

sh



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture),

Dated 1st July 1896.

No. 3262 Mis.

READ Endorsement from the Consulting Engineer for Railways, dated 18th June 1896, No. 1857.

Resolution.

Communicated to the Collectors of Kurnool and Kistna.

2. The information asked for in the concluding portion of para 2 of the letter from the Engineer-in-Chief, Hyderabad Godavari Valley Railway, was contained in the Collector's letter of the 11th October 1895, a copy of which has been furnished to the Consulting Engineer with Board's Proceedings No. 2838 Mis, dated 10th June 1896: the Board forwards herewith an extract from a recent report received from the Collector of Kistna advocating a continuation of the Railway to join the Southern Mahratta Railway at Narasarowpett.

(True Extract)

M. Jayaraman
Secretary.

*with enclosure E in C
Copy to
Hyderabad
Secretary
M. 6/7*

To

The Collectors of Kurnool and Kistna.

-- Consulting Engineer for Railways, with extract.

Copy to the Secretary to Government, Revenue Department.

2827
No. 2827
Recd. 28/7/97

1896

Board of Revenue

(Revenue Settlement, Land Records
and Agriculture),

MADRAS.

To

The Consulting Engineer for
Railways.

No. of Enclosures.

Proceedings, dated 1st July 1896,
No. 3262 Mis.

Subject.

Protective Railways.

Communicating with remarks to the
Collectors of Kurnool & Kistna
letter from the Consulting Engi-
-neer for Railways forwarding -
copy of letter to him from the
Engineer-in-Chief, Hyderabad Goda-
-vari Valley Railway regarding the
rumour of a survey of certain -
Railway line.

Public Works

Revenue (1897) Department.

SERIAL
No. 75

CURRENT No. 4257
9727

GOVERNMENT OF MADRAS
20 MAY 97

5/22/97

Ende Mis. No. 2649
Order

Transferred to the P. & W.
Dept (Railway)

Noted
22nd May 97

G. H. S.

As Secretary to Gov.

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

No. 3406 Mis

Dated 14 May 1897

Received 20 May 97
Registered 21 May 97

Enclosures 2

Spare copies

SUBJECT.

Forwarding to Government
with Board's remarks petition
of the inhabitants of Palnad
and Charasaraopet Taluk
requesting that the branch
line from the Hyderabad
Mannar Railway may be
made to join Southern
Maharatta Railway at -
Charasaraopet

21-5-97 The petitioners may be informed
that there is no intention of con-
tinuing the Mannar R. south of
Hyderabad at present.

The petitioners to be informed that so far -
this Govt. is aware there is no present intention on
the part of H. H. the Nizam (of Hyderabad) Govt.
to extend the Mannar Hyderabad into range B
in the Palnad direction.

21/5/97

7/11
31/8/97

22/9
11/9

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

1 PETITION

To His Excellency, the Governor of Fort
Saint George, Madras.

REVENUE DEPT. (Through the Collector, Kistna).

May it please your Excellency,

Having been given to understand
that it is in contemplation to join the Nizam's
Guaranteed State Railway with the Southern Mah-
ratta Railway at some convenient station and that
Sandyal has been recommended by the Collector
of Kurnool for the purpose, we, the inhabitants
of the Sarasarowpeta and Palnad Taluqas in the
District of Kistna most humbly and respectfully
beg to urge that the choice of junction may fall
upon Sarasarowpeta.

2.

Ever since the removal of the Dy. Collector's
office, Venikonda and the District Munsifs' Court
of Karemudi to Sarasarowpeta and the
introduction, thereto, of gin, oil and rice factories,
the town has risen high in its official and Com-
mercial importance and no body whose local
experience entitles his opinion to carry weight
can question the financial success of a railway
between that town and the starting point.

Forwarded

Collector

3. We would respectfully submit that the most important argument in favor of Narasarpeta^{intents} being made the junction is that the proposed line, ^{ch} if it runs towards Narasarpeta, will open ^{up} the interior of the Palnad Taluk so famous ^{if} for its cotton crop and productive of a variety ^{of} of other agricultural produce which, at present, ^{can} can reach the market after a long delay and ^a a lot of expense and trouble owing to the difficulties ^{of} means of locomotion.

4. It may, at the same time, be observed that, ^{if} if Chandral be selected as the junction, the line will have to traverse a rocky and barren tract of the Kurmoal District which, it is apprehended, may even render the financial prosperity of the line somewhat precarious.

5. The physical conditions of the country that would be traversed by the proposed railway with Narasarpeta as its junction are such that it can confidently be asserted that the line, soon after its construction, would win almost the whole traffic to itself. The ryot who carts his produce by donkey and road, whose carts must travel across a country so intersected by streamlets and rivulets

at the risk of their being upset with their contents,
 and whose agricultural cattle are thus subject
 to a heavy overstrain, cannot but find a safe
 refuge in the blessed iron-road.

6. The Civil jurisdiction of the District Munsif's
 Court and the revenue and Magisterial juris-
 diction of the Dy. Collectorate of Sarasarow-
 pata extend over the whole of the Taluad Salug
 whose remotest villages are situate at a distance
 of about 70 miles from Sarasarowpata. The
 hardships of the poor litigants and their witnesses
 who, under compulsion to attend those tribunals
 have to walk all the way in the Summers
 scorching sun and in the drenching downpours
 of the North-west monsoon and amidst many
 a villanous robber ever longing to attack the
 wearied traveller can better be imagined than
 described. Your Excellency will be conferring
 an invaluable boon upon the suffering millions
 by remedying such evils which can only be
 done by running the proposed through Taluad.

7. While such are the advantages of selecting
 Sarasarowpata as the proposed junction in
 preference to Sandgal, fewer and of less moment
 will be ^{the benefits} those that may be derived from making

of the linking of the Hyderabad-Madras line
Guntur the junction. If the selection falls upon
Guntur, the line will have to traverse the less fertile
productive soil of the Sattenapalli Taluk far
away from the interior of Palnad which is head
and shoulders above the former in respect of
area, population, wealth, cultivable land, a fair
and irrigation. Further, the advantages of making
Guntur the junction are more or less merged remain,
in those of making Sarasarpeta the same, loyal
as the two towns lie within a couple of hours' ride,
& journey from each other by the S. M. R.

8. We also beg to point out that the Taluk
of Palnad bordering on the Kurnool District
on the west and the Taluk of Sattenapalli on the
east, the line that would run through Palnad
to Sarasarpeta will serve, to some extent,
the common object of its own people and of those
inhabiting the tract of country adjoining it on
either side or, in other words, of people interested
in selecting either Sandyal or Guntur as the
junction.

9. We, the memorialists, therefore, earnestly beg
of your excellency to give a favorable consider-
ation to our prayer for making Sarasarpeta
the proposed junction, which, while it will injure

no interests, will not only alleviate our sufferings
but will also open up the best ~~and~~ cotton pro-
ducing Taluk in the Krishna District, Nag, in
the Presidency and will secure for itself a fair
pecuniary gain.

We respectfully beg to remain,
Your excellency's humble and loyal
Subjects,

சென்னை நகரம்

வினாயகம்

பி. சிவசாமி

காமசுந்தரம்

வி. வி. அம்மா

க. பி. சிவா

பி. அழகியாசாமி

பி. சிவசாமி

சென்னை நகரம்

பி. சிவசாமி

சென்னை நகரம்

பி. சிவசாமி

சென்னை நகரம்

பி. சிவசாமி

சென்னை நகரம்

பி. சிவசாமி

[Faint, mostly illegible handwritten text in Telugu script, likely bleed-through from the reverse side of the page.]

సంఖ్యలు	కాలములు	తేదీలు
అంబాలా	అంబాలా	అంబాలా
అంబాలా	అంబాలా	అంబాలా
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అంబాలా	అంబాలా	అంబాలా
అంబాలా	అంబాలా	అంబాలా

[illegible][illegible]

Handwritten text in Telugu script, likely a ledger or account book. The text is organized into columns and rows, with some entries underlined. The script is cursive and appears to be from the early 20th century. The text is written on aged, slightly discolored paper.

Arthur L.

தமிழ்நாட்டின் அமைதிக்கு உரிய
தமிழ்நாட்டின் அமைதிக்கு உரிய

[illegible]

2000-2001

Handwritten text: *Handwritten text, possibly a signature or date.*

१. ~~बालक~~ २. ~~पुत्र~~ ३. ~~पुत्र~~ ४. ~~पुत्र~~ ५. ~~पुत्र~~ ६. ~~पुत्र~~ ७. ~~पुत्र~~ ८. ~~पुत्र~~ ९. ~~पुत्र~~ १०. ~~पुत्र~~

~~செல்லம், செல்வம், செல்வம், செல்வம்~~

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ready to let her go



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture),

Dated 14 May 1897.

No. 3406 Mis

READ the following letter from
the Collector of Krishna dated
1st June 1896 No. 2002 of 96.

x x x x

8. Lyntur. Kondugal Railway.
The only considerable tract in
this district which while liable
to famine is as yet unserved
by Railway communication is the
Palnad taluk. With the adjoining
taluks of Vinnukonda Narasaroopet
and Sattenapalli it suffered severely
in the great famine of 1876-77,
while



Handwritten text in Telugu script, organized in columns. The text appears to be a list or record of land revenue matters, mentioning various locations and administrative details. Some legible words include 'Palnad', 'Vinnukonda', and 'Narasaroopet'.

Handwritten notes and signatures at the bottom left of the page, including the date '15/5/97'.

while it was only in the
Talnad Saluk and a portion
of Sattenappalli and tarasaroopet
that the scarcity of 1891-92
was so severely felt as to
necessitate the opening of special
relief works. I regret that I have
been unable to collect statistics
as to the expenditure incurred
in relief of distress. The tracts of
His Highness the Nizam's Dominions
facing the Talnad Saluk on the
other side of the Krishna river
are equally liable to periodical
scarcity. In ordinary years these
Talukhs of Talnad, tarasaroopet and
Sattenappalli are large producers
of dry grains and of cotton. The
annexed statement gives areas
under different crops for a series
of years. Statement No 2 gives
particulars of cultivation under
various crops for five years
ending

ending fasli 1304

EP

8
9. The distance from Guntur
to Ponongal by road is 54 miles
and a Railway would probably
follow the road alignment closely
so short a branch line passing
through a country not specially
rich or productive would probably
not pay; and though it would
doubtless be of great use in
case of famine, I could not say
that it would be an absolute
necessity. But I am aware that
a project is in contemplation to
connect the Hyderabad Manned line
otherwise called the Hyderabad
Extension Railway with the
narrow gauge system in Madras
thereby linking up the narrow
gauge system of Northern India
with that of this Presidency.
I have heard that it is
proposed

proposed that the junction should be effected by a line from Hyderabad direct to Nandyal; and I have seen it stated in the papers recently that the survey of this line is about to be undertaken. My present proposal is that the linking up of the Hyderabad Manned line with the Southern Mahratta Railway should be effected not at Nandyal but at either Guntur or Narasaraopet by a line direct from Hyderabad to the Palnad Saluk and thence as may be decided on.

10. So far as Hyderabad territory is concerned the line I advocate would I believe, traverse a better cultivated and more populous country than the suggested Hyderabad Nandyal line. The distance would be much the same; but I believe the Nandyal route will be found to present greater engineering difficulties

difficulties. In the ^{UP} Palnad Saluk the bridging of the Kistna River presents no difficulty. It is there a narrow river between rocky banks and once the Kistna is crossed, the country as far as either Narasaraopet or Guntur is almost a dead level, without any rivers at all.

11. As an exporting route the line through this district offers unquestionable advantages, for unless rates for freights are so manipulated as to divert the ordinary course of trade it is obvious that produce exported by the Railway would naturally go either to Cocanada or Madras, and therefore, if the junction be at Nandyal, instead of Guntur the distance from Nandyal to Guntur, 169 miles, will be so much "lead" unnecessarily added to the cost of transport.

12. It might ^{be} found advisable to still

Still further continue the line
I have advocated so as to
join the Bezwada Nagras line
at any convenient point say Chivala.
The effect of this would be to
shorten the distance between
Madras and Hyderabad by 164 miles.
Should such a prolongation
of the line be deemed expedient
it would be more convenient
that the junction with the Southern
Maharatta Railway should be at
Charasarampet instead of at Guntur;
but whichever route might be
selected the line would traverse
a rich upland country producing
very large crops of cholam, Cumbu,
Cotton, indigo etc. During the
past official year traffic statistics
have been recorded at Pedduguralla
in the Taluq Saluk (vide Board's
Proceedings No. 2014 Mis (Revenue Settlement)
dated 19 April 1895) I have not
received

received figures showing traffic
registered, but have called for
them. These figures will show a
part only of the export and import
trade of the Taluq Saluk.

13 In connection with my
present proposal I would add
that the Public works department
have projects either sanctioned or under
investigation for 10 irrigation works in the
tract of country which would be
served by the proposed Railway
by which it is expected that 14,700
acres will be brought under wet-
cultivation. But the Superintending
Engineer II Circle has brought prominently
to the notice of Government the
defective state of communications
in the Taluq in question, and doubts
the expediency of going on with the
works till the ryots are provided
with better means of exporting their
produce. The Superintending Engineer
refers

89 refers to want of good roads;
8 but a Railway would be infinitely
better than the best possible
roads.

30
Read also the following letter
from the collector of Kistna dated
7 April 1897 No 372 of 1897 -
Eng

I have the honor to forward
herewith for submission to
Government, a memorial from
the inhabitants of Narasarpet
asking for the extension of the
Hyderabad metre gauge Railway to
that town

2. The genesis of the memorial came
about in this way. It was known
from various paragraphs in the
public press that the Vizam's
Guaranteed State Railway Company
contemplated extending what is
known as the Godavari valley
Railway, now under construction,

Southwards to join the Southern Mahratta
Railway

6P
Railway system, & that one proposed
was to unite the two systems
at either Chandragal or Kurnool road.
I had myself advocated the superior
advantages of placing the junction
either at Guntur or Narasarpet
in my letter No 2002 dated 1st
June 1896. About Christmas of last
year, I heard that the line to
Kurnool road had been surveyed
by the Vizam's Guaranteed State
Railway Company and was not
approved of, & when visiting
Narasarpet town, I mentioned to
one or two of the leading inhabitants
the possibility of the line coming in that
direction, adding that if they considered
that it would benefit them they
had better make their opinion
known. The memorial, which is
otherwise entirely spontaneous is
the outcome perhaps of what
I said.

3. A very strong case could be made out in favor of the alignment through this district. It would be a cheap line to make, presenting no serious obstacles anywhere. The Krishna river could be easily bridged at almost any point in the Palnad Taluk. The country traversed in British territory is wealthy and populous. The two Taluks traversed show the following densities

	Area in Square miles	Sequester Forest	Habitable Area	Gross Population	Density
Palnad	1066	324	742	142,011	191
Marasaraupet	712	11	701	156,377	223

The principal products are cotton, castor seed, food grains, & indigo. The whole of the cotton and castor seeds are exported & Marasaraupet town is the present emporium, having to a large extent supplanted Guntur in this respect.

4. It is hardly necessary to point out how valuable the line would be in times of famine or distress anywhere along the route.

it would pass through. It would be of immense benefit to the Palnad Taluk a tract — capable of very great development both agriculturally and industrially.

5. I am not personally acquainted with that ^{part} point of His Highness the Nizam's dominions through which the line would pass; but I am informed that it possesses great fertility and might be made to produce large quantities of either cereals, castor or cotton; & that it only wants — opening out to ensure its development.

6. The mineralogical wealth of the Palnad Taluk includes diamonds (not now worked, but the miles and miles of old workings leave little doubt that stones are still to be found) lead (not now worked) ironstone in abundance; marble of almost all qualities; Koilkunta — flagstones & oolite slates, the finer qualities

Qualities approaching English slate in fissibility and texture. There are 324 square miles of Government forests in the Talnad Saluk and it is anticipated that in a few years there will be a considerable export of timber.

7. I have confined the above brief remarks to the local aspects of the proposed line. Through traffic depends on large questions of the course of trade, which it is always very difficult to forecast. The line would pass so far as the ^{portion} ~~portion~~ lying in British territory is concerned and in the interests of the district, I strongly advocate its construction.

Resolution.

The petition of the inhabitants of Narasaronpet and Talnad Saluk in original together with the

88
the remarks of the Collector in the two letters read above, will be forwarded to Government for consideration.

2. The advantages of Narasaronpet over Tanoyal as the point of junction of the proposed branch line from the Hyderabad-Mannad line, with the Southern Mahratta line, with the Southern Mahratta Railway are (a) that the Hyderabad - Narasaronpet route will present greater engineering facilities, especially as regards the bridging of the Kistna which, at Pondugal where the line would enter the British territory, is narrow with a rocky bed, whereas at Maravatkonda (below the confluence of the river with the Lingabhadra) where the Hyderabad - Tanoyal line would enter British territory, it is very broad, and (b) the Hyderabad - Narasaronpet line would

Qualities approaching English slate in fissibility and texture. There are 324 square miles of Government - forests in the Talnad Saluk and it is anticipated that in a few years there will be a considerable export of timber.

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Resolution.

The petition of the inhabitants of Karasaronpet and Talnad Salukas in original together with the

88
the remarks of the Collector in the two letters read above, will be forwarded to Government for consideration.

2. The advantages of Karasaronpet over Tanoyal as the point of junction of the proposed branch line from the Hyderabad - Munnar line, with the Southern Mahratta Railway are (a) that the Hyderabad - Karasaronpet route will present greater engineering facilities, especially as regards the bridging of the Kistna which, at Pondugal where the line would enter the British territory, is narrow with a rocky bed, whereas at Maravakonda (below the confluence of the river with the Tungabhadra) where the Hyderabad - Tanoyal line would enter British territory, it is very broad, and (b) the Hyderabad - Karasaronpet line would

would be a better protective
line than the other, the taluks
of Sandikotkur & Sandiyal which
would be traversed by the Hyderabad
Sandiyal line being better protected
by canal and Railway and being
likely to be afforded additional
protection by the Dhone - Kurnool
railway when opened, whereas the
Hyderabad - Narasaraopet line would
open up a large tract in the
Kistna District which has hitherto
been specially liable to be affected
by draught. Above all, the line would,
as pointed out in para 13 of the
first of the letters read above, promote
the success of certain irrigation
projects whereby 14,700 acres are
expected to be brought under irrigation.
The collector states his belief that
so far as the Hyderabad territory
is concerned, the tract along the
Hyderabad - Narasaraopet route
is

99
is better cultivated and more populous
than that along the Hyderabad - Sandiyal
route.

(True copy and Extract)

D. N. Venk. 19/5.
Jannin Secretary.

To the Secretary to Government
Revenue Department, with enclosures
in original
Collector of Kistna

Recd
19.5.27

Consig. Engrs' Current No. 2827
Revenue Dept. - - - 4257

No. 741. Dated 6/28/97
PUBLIC WORKS DEPARTMENT,
Railway
IRRIGATION BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

His Excellency the Governor

Under date the

Read the following

Proceedings of the Board
of Revenue (Revenue Settlement
Land Records and Agriculture) } H.E. No. 3262 Mis. d. 1st July 1896

Endorsement from the
Revenue Department on
Proceedings of the Board of
Revenue (Revenue Settlement
Land Records and Agriculture) } H.E. No. Mis. No. 2649 d. 22nd May 97
No. 3406 Mis. d. 14th May 1897

The Board of
Revenue will be informed
that so far as this Govern-
ment is aware there is no
present intention on the part
of H. H. the Nizam's Govern-
ment to extend the Mammad-
Hyderabad metre gauge rail-
way in the direction of Pondugol.
The question therefore of a branch
line from Narasaraopet to
Pondugol must stand upon
its

This I ascertain when
in Hyderabad lately.
7/2/97
1/3

18/20.9.97
12/29/97

8052
5727/97

Consgr. Engrs' Current No. 2827
Revenue Dept. - - - - 4257

No. 741. Dated 6/28/97
PUBLIC WORKS DEPARTMENT,
Railway
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N.E. No. Mis. No. 2649 d. 22nd May 97

26.9.97

This I ascertain who
Hyderabad City.
7/2/97
1/3

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line from Narasaraopet to
Pondugol must stand upon
its

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20.9.97
22/9/97

its own merits, and if any arguments and statistics are put forward on its behalf, it must be recollected that it will have to be considered as a short branch district line only. -

M.
20/9/97.

F.V.S.
R.
3/9/97

To
The Secretary of Government
Revenue Deptt.

for favour of consideration.

At
No. 7412 dated 28/9/97.

To
The Revenue Department
-a- Board of Revenue
-a- Consulting Engg. for Rys

7412 N
7820/97
FAMINE RAILWAYS IN MADRAS.

THE GOVERNMENT OF INDIA'S REVENUE AND AGRICULTURE, (FAMINE), DEPARTMENT
LETTER, No. 18-31-1, DATED THE 18TH SEPTEMBER 1895, AND THE BOARD
OF REVENUE'S (REVENUE SETTLEMENT, LAND RECORDS AND AGRICULTURE)
RESOLUTION No. 397, DATED THE 25TH MAY 1897.

Note by the Consulting Engineer for Railways, Madras.

In noting on this very wide subject, in compliance with the instructions conveyed in Honourable Members' notes, dated 13th and 14th July, which have only now reached me, 11th August, I do so under the considerable disadvantage of having a comparatively very limited personal knowledge of the Presidency. However, during a recent extended tour of inspection, I picked up, in conversation and otherwise, a wider acquaintance than I had previously possessed of the general lie of the land, and can offer my opinion with somewhat less of diffidence than I should have done two months ago. The Board's note and the appendices accompanying it contain a large mass of information ordinarily inaccessible to a railway man, but useful for the purpose of enabling him to form some sort of a judgment as to the relative values of the various schemes of railway extension from a famine point of view. The strictly commercial point of view is usually the one from which, almost necessarily, owing to the absence of special statistics, he examines the railway schemes that come before him.

2. The first thing I notice is that several of the twenty schemes may at once be removed from the Board of Revenue's list, for the sufficient reason that we seem likely to get them without aid from the "Famine Insurance Fund," owing to the keenness with which one Railway Company or another is desirous of constructing them. Thus the Southern Mahratta Railway Company need no special temptation to take up the Kurnool branch and the Masulipatam branch; the Madura-Pamban and the Tinnevely-Quilon seem within measurable distance of being taken up by the South Indian Railway Company; while the Madras Railway Company are only too eager to get the making of the Podanur-Dindigul line for which the South Indian Railway are also competing. Then the Raja of Pudukotta has expressed a desire to assist in the financing of the Trichinopoli-Tondi line, while the Local Board of Tanjore are anxious to be allowed to extend their Mayavaram-Mutupet line to Avaridiakoil, and it would doubtless in time be extended to meet the Tondi line at Devikottai or the neighbourhood. Besides the Tinnevely-Quilon line, the Board of Revenue's map shows an extension southwards from Tinnevely to Aramboli and thence to Trivandrum. This is only an alternative to the Tinnevely-Quilon in this Department's scheme of railway extension, and it seems good enough in itself for the South Indian Railway to be willing to take it up as far as Aramboli on the frontier. I think that the Vizianagram-Rapiur line may very well be struck out of the list; it is rather too big a scheme to be brought within a famine insurance programme; and moreover there seems a fairly good prospect of its southern section, from Vizianagram to Parvatipur, being floated without assistance from the famine grant. For the reasons given I would strike out from a scheme of famine railways the nine projects numbered in the Board's list as follows: III, IX, X, XI, XII, XIV, XV, XVI, XVII. I may explain that my reason for cutting out the lower half of No. XI, viz., from Kolapati to Devikotti, is that it would so seriously short circuit the South Indian Railway that it could not well be pressed for with any chance of success.

3. But the nine schemes above referred to are not the only ones that I would cut out. On the principle enunciated in the Government of India's letter that a railway may be considered to sufficiently protect a strip of country 25 miles broad on each side of it, that is the distance which a pair of bullocks can traverse in a couple of days, I would cut out No. XVIII, Chinna Salem-Tirukkoyilur, and No. XIX, Paniruti-Kachirayapalayam. For the same reason I would cut out the Narsaraopet-Chirala section of No. XIII, because it merely connects two railways which are already

only from 0 to 40 miles apart for a length of 100 miles. No. XVIII and XIX are really only alternatives proposed in lieu of parts of scheme No. VII. That leaves us with only the following schemes, viz., Nos. I, II, IV, V, VI, VII, VIII, XX, and a small part of No. XIII—a very reduced programme.

4. I shall now go steadily through the remaining proposed railways, and if I fall into error it must be ascribed to my comparatively small acquaintance with the localities. First I find on the extreme north-east of the Presidency a proposal to make two new lines across the gap separating the Hubli-Guntakal and the Hubli-Bangalore sections of the Southern Mahratta Railway. One of these proposed projects, that from Bellary to Holalkeri, No. II, passes for considerably more than half its length through Mysore territory. The Madras section of it connects Bellary with Rayadrug. The argument advanced in favour of this line by the Board of Revenue is that Rayadrug draws its supplies in famine time from Bellary. But my somewhat limited recollection of the conditions is that when Rayadrug is stricken Bellary shares in its misfortune, and that in famine time Bellary looks elsewhere for its food. I take it that, in view of our declared policy of trying to equip Bellary against future famines by putting it in touch with the Kistna Delta, it would be well to work towards Rayadrug from the Railway junction and locomotive centre of Guntakal. Similarly it is open to question whether, instead of line No. I from Hospet to Harihar, it would not be possible to open out that tract of country by a line running south and east from Gadag; the Hospet-Harihar line, however, has the advantage of not crossing the Kistna. I certainly think, as regards these two lines, that we ought to consult the Southern Mahratta Railway authorities, giving them particulars of the famine tracts and asking them to advise how best to get at them so as to combine cheapness of first construction with economy of subsequent working and management. I may lay it down as an axiom of economical railway working that, wherever it is possible to do so, a branch railway ought to be taken off from an existing junction, for in the multitude of junctions there is much leakage. I have been informed by the Resident in Mysore and by the Chief Engineer of Mysore that nothing has ever been said in that State about the Rayadrug-Holalkeri section. But Colonel Bowen tells me that it would serve a useful purpose as connecting the important centre, Chitaldrag, with their railway system, and as opening up a considerable district which is a source of anxiety to the State in famine time.

5. Now turning to the north-western half of No. XIII, which I have not cut out; this is the proposed Narsaraopet-Pondugal line which Honourable Members objected to being referred to in our letter to India about the Kurnool line lest it should act as a "red herring across the scent." Since I noted on the latter project I have had a conversation on the subject of future metre gauge extension southward from Hyderabad, with Mr. G. P. Rose, C.I.E., the Chief Engineer of the Hyderabad-Godavari Valley Railway. Mr. Rose tells me that the result of his and others' enquiries about future extensions southwards is that the connection to be hereafter made across the great quadrangle, whose corners are Guntakal, Wadi, Warangal and Bezwada, will probably be *via* Kurnool, and not *via* Pondugal. We may therefore take it that the proposed Narsaraopet-Pondugal branch of the Southern Mahratta Railway must be considered merely as a short branch and on its own merits. I shall have more to say later on about short branches of this sort which are little likely to become sections of main through routes. Like Nos. I and II this also is a line about which the Southern Mahratta Railway Company ought to be consulted.

6. I see that it is proposed to cross the Cuddapah country and the southern part of the Kurnool country by two rather extensive lines running north and south; one No. IV, running north from Vontimitta station of the Madras North-West line to Gidalur on the Bellary-Kistna section of the Southern Mahratta Railway, and the other, No. V, from Nandyal on the Bellary-Kistna section of the Southern Mahratta Railway through Yerraguntla on the Madras North-West line to Kalikiri on the Pakala-Dharmavaram section of the South Indian Railway. About both these lines, one thing is quite certain, that they will barely pay working expenses in ordinary years. Not that this is a valid argument against the construction of what are intended as protective lines, but only that there must be no false hopes. The Pakala-Dharmavaram section of the South Indian Railway, a famine protective section, is only earning about Rs. 30 per mile per week, and is probably not paying working

expenses, and it may perhaps be found immediately necessary to run one train each way daily over it, instead of two. It looks to me as if the upper half of No. V might be cut out, that is from Nandyal to Yerraguntla, because it runs parallel to the Kurnool-Cuddapah canal, which, if furnished with barges, ought, I presume, to be an efficient famine protective work. The Board of Revenue refer, I see, only to its irrigational functions. I may add that I have just received from the Public Works Department, their papers about the Yerraguntla-Kalikiri line.

7. Passing southward I notice that lines Nos. VI and XX, viz., the Bangalore-Hosur-Morappur line and the Tindivanam-Tiruvannamalai-Samalpatti line, would apparently serve their intended purpose equally well, while they could be far more economically worked, if they crossed the Madras South-West line at a common junction at or near Kallavi. Next it looks as if the whole line might be altered and shortened and considerably cheapened if, leaving Bangalore, it crossed the Madras Railway at Kallavi and joined the South Indian Railway at Tiruvannamalai, which is, I believe, an important place of pilgrimage; because the Tiruvannamalai-Tindivanam country, being under 50 miles wide between two railways, may be considered to be efficiently protected. Colonel Bowen tells me that although the Mysore State have never proposed the construction of the Bangalore-Hosur section, they would not be likely to raise any objection to making it.

8. I pass now to project No. VII, having already noticed that projects Nos. XVIII and XIX are really only alternatives for part of No. VII. This is the scheme for supplying the famine district of eastern Salem with grain from a sea-port. Most of that grain would, probably, come from the Tanjore delta; it looks therefore as if a line running north from Trichinopoly to Chinna Salem, to be eventually extended to Tirukkoyilūr, would serve the purpose while, at the same time, cutting off a great bend of the South Indian Railway. From Trichinopoly to Tirukkoyilūr would be 90 miles, and 20 more along the Villupuram-Dharmavaram line brings a train to Villupuram—total Trichinopoly to Villupuram 110, whereas round by the present main line from Trichinopoly to Villupuram is 150 miles. Thus there would be a saving of 40 miles on the main line, while the upper part of Trichinopoly district and the western part of South Arcot would be intersected by 90 miles of a new line in direct connection with the Tanjore delta and skirting a large tract of country liable to famine. The Madras Railway Company could not object to a direct Trichinopoly-Tirukkoyilūr line as being an interloper, as the entire region traversed is unquestionably South Indian Railway territory. I cannot help thinking that the north and south short cut, which I now propose, would, for famine protection purposes, be equally efficient with the Salem-Porto Novo line, with the great additional advantage of shortening the through route from Madras to South India by 40 miles. It would serve Seringham, Tripatur, Potatur, Perambalur, Volcondah, Chinna Salem, Kallaserve, Seringham, Tirukkoyilūr. I only take the names from the map, Honourable Members will know whether they have any importance. In Mr. Geoghegan's report of his survey of the Porto Novo-Salem route, dated 20th April 1897, referred to in this Government's Nos. 49 and 127 R., Public Works, dated, respectively, 18th January and 17th February 1888. I find a reconnaissance of the northern 35 miles from Chinna Salem to Tirukkoyilūr. Mr. Geoghegan's estimate for these 35 miles was Rs. 23,82,000 lakhs. We have no figures or survey of the 55 miles from Chinna Salem to Trichinopoly. The Cauvery and Coleroon would have to be crossed at Trichinopoly, but this would not amount to anything very prohibitive on the whole line. Mr. Geoghegan gives a very favourable account of the bridging of the Ponnai line at the northern end and estimates the 1,500 feet at 4½ lakhs.

9. The result of all this is that I think we should be unwise to plunge into the Salem-Porto Novo line without at least estimating the Trichinopoly-Tiruválūr route also. The advantage of shortening the main through route is well worth securing if possible, and so far as I can judge the proposed route would be quite as efficient as the other for famine protective purposes.

10. I think, however, that it is a line which has in itself sufficiently great advantages to make it likely that the South Indian Railway might be disposed to take it up in the ordinary course of their extensions, and that there need be no question of obtaining a grant for it from the Famine Insurance Fund, which will doubtless be very

sparingly doled out to us. I think it very probable that the old tradition of the connection of Salem with the Porto Novo iron-works, as well as the assumed formidable-ness, ten years ago, of the crossing of the Cauvery and Coleroon, have caused the east and west route to be considered instead of the north and south route; and, moreover, in those days the Tanjore delta was not so well opened out by railways as it now is, so possibly the advantage of feeding the railway from the sea at Porto Novo assumed a greater importance than would now be ascribed to it.

11. The last of the schemes to be considered is No. VIII, the line running due south from Salem on the Madras Railway to Karūr on the South Indian, and intended to protect the Námakkal taluk. I do not think that this tract is far enough away from the existing railways to justify the very heavy expenditure which would be involved in bridging the Cauvery if it is to be a metre gauge line, or the perhaps equally heavy expense of making it on the broad gauge as a branch of the Madras Railway terminating at the north bank of the Cauvery.

12. Having now glanced in turn at all the twenty projects, and pointed out that a large percentage of them seem likely to come to maturity of themselves without help from the famine grant, that some others do not seem necessary, that we require more information about others, and that the alignment of the remainder had better be carefully reconsidered before we commit ourselves to them, I proceed to offer my own very pronounced opinion upon the question of famine railways.

13. Many people unthinkingly assume that because a thing is called by the term "railway," it must necessarily be brought up to a certain recognized standard. In accordance with this superstition they are content to have twenty or thirty miles of what they term a railway when for the same money they might have a hundred miles of an iron road which for all probable or possible famine purposes would be perfectly efficient.

14. I do not know what metalled district roads cost in Madras; but in some provinces I know that they run to from five to ten thousand rupees a mile. No direct return is got for this money, and, except when toll-bars are in use, there is no realization of maintenance expenses from the traffic that uses them. In some circumstances, and I am disposed to think in a larger number of cases than is usually realized, it would pay better to spend more money, and instead of metalling a road, to equip it as a very light cheap railway, at a cost of from Rs. 20,000 to Rs. 30,000 per mile. It will at least pay all expenses of upkeep, and if economically constructed and carefully worked it may sometimes, and indeed will usually, pay interest at 3 per cent. on its capital also. There can be no question as to which is the more efficient machine for dealing with a famine, a light railway or a metalled road, and it may happen once in twenty years that the saving of money in dealing with a famine in the tract served may go far towards making up any deficit in the working of, and indeed may be found to go far towards recoupment of the capital outlay on, a carefully designed light railway.

15. When one sees the Villupuram-Dharmavaram line, a brewer's dray doing the work of a wheelbarrow, and that at a steady annual loss not only of interest but even perhaps of working expenses, one cannot help thinking how much further and more efficiently the money might have been laid out in equipping existing district roads with light rails, assuming of course that they had been carefully selected. I attach a note that I wrote for the Assam Government upon this subject, though there it is a question rather of general development than of a famine policy. A properly-equipped 2' 6" line, costing only from a third to one-half the cost of a metre gauge line of the usual type, will in most cases amply suffice to do all the work which it is likely to be called on to do in a famine, in a sparsely peopled district.

16. We cannot have all the mileage of railway we should like to have on the standard or metre gauge, and recognizing this we ought, I argue, to adapt ourselves, and to enquire how far, by cutting and contriving, we can spread the money out thin, so as to equip as large an area of famine country as possible in a more efficient manner than it is now equipped by metalled roads. Instead of this the usual policy is to accept it as an axiom that once we make use of the word "railway" we ought to make the thing on one or other of the usual gauges. I used to try in Assam to drive this idea out of people's minds by using the term *railed roads*, instead of the term "railway" which connotes certain standards, at "tramway" which suggests a

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certain Act of the Legislature. I dare not say "railway," because at once somebody jumps up and says "Oh, you must not make a break of gauge!" and moreover he thinks that he is entitled to a certain standard of comfort in his carriage. I dare not say "tramway," because the idea conveyed is that of a town tramway to pick up passengers. But take a road and put a pair of rails on it, and equip it with tidy economical little engines and waggons and open vehicles with seats, all infinitely better than the bandies and shigrams that every one in that country always used before, and you get a perfectly efficient machine for combating a famine, which in ordinary times may reasonably be expected to pay its way.

17. I am familiar with a considerable mileage of such railways on the Bombay side and they are thoroughly efficient in every way, were very cheap to build, are cheaply worked by the main standard gauge line to which they form feeders, and serve an enormous deal of traffic. I am familiar also with the Tezpur tramway in Assam, which is worked by its own staff though only 22 miles long, and is a most efficient and paying little railway. My Assam Note gives particulars of the cost of a lot of such lines, and of the cost at which they could, on the average, be built in that Province. In the famine districts of Madras they will in one respect be better built, because cheap ballast is available, whereas in most parts of Assam there is nothing but clay.

18. I would like to see this Government accept it as a definite line of policy that for famine protection purposes it is better to get the largest mileage possible of a sufficiently good thing, rather than a very much smaller mileage of far too good a thing. Once such a principle was officially recognised it would be possible to enter into negotiations with the three great Railway Companies, about the terms on which they would be prepared in future to build and to work such lines, out of funds to be provided by Government. A Company like the South Indian or Southern Mahratta is greatly deterred from negotiating about a metre gauge line, through a non-paying country, owing to the knowledge that their whole business will be watered down by the non-paying length. Government, on the other hand, watches for every opportunity to foist non-paying lengths on to such Companies, on the terms of their being considered as integral parts of the whole concern.

19. We are at present greatly hampered in dealing with the Madras Railway Company, and shall be for the next ten years, owing to their being one of the few remaining old guaranteed lines over which our control is rather shadowy. The result is that we have heretofore impeded that Company when they desired to extend, knowing that we shall have to give a thousand rupees hereafter for every five hundred we now allow them to spend. We have therefore enabled the South Indian Railway Company to cross their trunk line on the metre gauge at several places, and they ought to be allowed to develop their own territory. There is really no reason in the nature of things why they should not work metre gauge branches, as the Eastern Bengal State Railway and the Bombay-Baroda and Central India Railway do. But as the result of our ineffectual control over this Company, and of our very effectual control over the South Indian Railway Company, it has come about that we have made the South Indian Railway work all the metre gauge lines except those worked by the Southern Mahratta, a Railway line which is equally effectively under the control of the Bombay Government. The Madras Railway Company are very sore about this, and perhaps from their point of view not unnaturally.

20. It seems to be taken for granted that when a famine line is run from an existing railway into a piece of unprotected country it must, if possible, run out again at the other side and make connection with the original or some other railway. This is doubtless sometimes very convenient indeed, and when the convenience can be secured without undue expenditure we may as well get it as not. But it sometimes results in "short circuiting," and in rendering a large mileage of a railway non-paying, a good thing in itself, but a thing that is usually strongly opposed by the short-circuited railway administration. Again it often results in enabling one railway to tap the legitimate territory of its rival, a thing naturally much resented by the rival.

21. Under a system of narrow gauge cheap famine railways of the "railed road" type there would be less temptation to penetrate right out at the other side of a district once we had entered. Such lines would merely be looked on as feeder roads

to the main parent lines, and it would usually suffice that they should reach known centres of distribution and not attempt to get through. Thus Namakkal, for example, or Rayadrug, or Pondugal could be served from Salem, Bellary, or Narsaraopet without its being thought necessary to penetrate out to Karur or into the Mysore or Nizam's territory, and the same of many other projects; Badvel, for example, might be opened out either from the north or from the south, and similarly South-eastern Cuddapah.

22. I may now conveniently summarise my opinions on the subject of famine protection lines—

(a) Railways which the existing Railway Companies or branch line Projectors seem likely to take up, on the usual terms, need not be brought within the scope of a famine protective railway programme.

(b) There are certain railway schemes on the Board of Revenue's list which would apparently require more careful scrutiny and enquiry as to whether the whole course of their alignment is or is not the best that could be selected.

(c) There are certain lines which ought, almost necessarily, to be made on the same gauge as existing lines; chiefly for the reason that they will form integral parts of shortened through trunk lines.

(d) As regards feeder branches leading from railway stations on existing lines into very poor districts, which will usually not pay working expenses if made on one or other of the larger gauges, it is worth while considering whether we had not better make them on a 2' 6" gauge, which experience tells us can do as much work as any railway serving a sparsely populated district is likely, in the worst famine, to be called upon to do; especially when we recognise that we get for the same money a very much larger mileage, and can therefore, out of a limited famine grant, protect a very much larger area.

(e) It is, as a rule, to this latter class of railways that expenditure of famine insurance grants should be confined.

23. If I obtain a recognition by His Excellency the Governor in Council of the principles above enunciated, as being the right principles for guidance in the laying down of a famine railway programme, it would be an important part of the duty of the Consulting Engineer for Railways, next cold weather, to make special tours of inspection for the purpose of discussing matters with the Collectors of the districts liable to scarcity. This he would do after consultation with the Revenue Department and with the Board of Revenue. He would also, as a matter of course, take the Railway Companies' Agents into consultation and try to rough out terms with them for constructing and working such feeders. The result of all this would be a special report to Government, with plans and full particulars of a scheme of strictly famine, as apart from commercial, railways, to be gradually worked up to, say, in the next ten years, with rough estimates and an annual programme of expenditure. With this before us, we would be in a position to address the Government of India and to put forward a well-considered and consistent scheme. Without so nothing of this sort our policy seems to me to be wanting in breadth, and to be likely to lead us into the adoption of what may not prove, when the next famine is before us, to have been best in the interests of the Presidency.

24. Until I learn whether the general principles above enunciated commend themselves to His Excellency in Council, I cannot with any advantage go into the question of the cost, mileage and relative advantages and disadvantages of the several railways referred to in the Board of Revenue's list.

MADRAS,
14th August 1897.

F. J. E. SPRING,
Offg. Consulting Engineer for Railways.

