

(1) Number of pages 124

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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Rwemie DEPARTMENT

G.O. No.
B.P. No.

1443-A

Press
Mis.

Dated

16-4-1877

197

Not to be folded or roughly handled

Famine Relief

1443A
REVENUE DEPARTMENT,
FORT ST. GEORGE,
16th April 1877.

No. 361-B.

No. 143-A.

From

J. H. GARSTIN, Esq.,
Additional Secretary to Government, Madras,

To

C. E. BERNARD, Esq., S.I.,
Secretary to Sir Richard Temple.

Miscellaneous.

April 6th, on the advisability of undertaking the earth-work of three short branch railways to Arcot, Vellore, and Salem as relief-works, and to state that the Madras Government were not aware that the subject was again under consideration, since

Three branch lines referred to in yours of 26th are estimated approximately over 20 lakhs; are 13 miles long; earth-work light; masonry heavy. Not so well adapted for relief-work as Conjeveram-Chingleput line, estimated under 10 lakhs. Conjeveram-Chingleput line would employ same people as Vellore and Arcot branches.

SIR,—I am directed to acknowledge your letter, No. 182, forwarding a Minute by Sir Richard Temple, dated 3rd March to Sir Andrew Clarke, give in the margin, in reply to his message of February 26th; and that they observe that Sir Richard Temple has arrived at the same conclusion as this Government have before expressed.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) J. H. GARSTIN,
Additional Secretary to Government.

Ed. F. R. Bantleman,

No. 182.

From

C. BERNARD, Esq., C.S.I.,
Secretary to Sir Richard Temple,

To

J. H. GARSTIN, Esq.,
*Additional Secretary to the
Government of Madras.*

Dated BANGALORE, 7th April, 1877.

Sir,

I am directed to forward a copy of a Minute recorded by Sir Richard Temple regarding the advisability of undertaking the earthwork of three short branch railways to Arcot, Vellore, and Salem as relief works.

I have the honor to be,

Sir,

Your most obedient Servant,

C. BERNARD,
Secretary to Sir Richard Temple.

Govt. of (1877) Madras.

REVENUE.

C. E. BERNARD, Esq., C.S.I.,
Secretary to Sir Richard Temple.

1 April, 1877.

No. 361-A-301-B.

MINUTE RECORDED NO. 970-A.

Accompanying letter forwarding Sir Richard Temple's Minute on the advisability of undertaking the earthwork of the branch railways to Arcot, Vellore, and Salem, and observing that Sir Richard Temple has arrived at the same conclusion as the Government have expressed before.

Minute by Sir Richard Temple, dated Bangalore, 6th April, 1877.

The Government of India have asked my opinion on the suggestion that relief labour should be employed on the earthwork of three short branch railways, which have been projected to the towns of

Arcot	...	Population	...11,000
Vellore	...	"	...38,000
Salem	...	"	...50,000

The Madras Railway line passes by each of these towns at a distance of from three to five miles. The Commission, which reported on the traffic of the Madras Railway in 1875, recommended that these three branch lines should be undertaken in order to draw traffic to the railway. If the railway were now being aligned, there would be no doubt that it should be taken to Salem and Vellore; for Salem is the largest town south of Madras which this line serves; while Vellore is a great, if not the chief, trading mart between Madras and Trichinopoly. But the question now is whether it is advisable to undertake the earthwork of these branch lines as relief works.

2. I have not been able to see any detailed estimates for these lines. The Madras Government estimate the cost of the three at approximately twenty lakhs of rupees, and consider them not to be so well adapted for relief work as the Conjeveram and Chingleput line. I have traversed the lines which these three branch railways would probably take. On each of them the banks would save, perhaps at the Palar bridge approaches, be very light; and the great items of cost on the Vellore and Arcot branches would be the bridging of the Palar; for I understand that the existing narrow road bridge near Vellore would not suffice for a standard gauge railway.

3. I understand from Captain Bisset that, in default of detailed estimates, the earthwork

and ballast on these branches could not be estimated at more than about 50,000 Rupees in all. This amounts to $2\frac{1}{2}$ per cent. on the total cost of the line; it is doubtful, whether the work could, (failing previous detailed surveys) be begun before the first week in May. And if good rains fall in May, it is most probable that relief labour would not suffice to finish even the banks and ballast. I fear that it would not be practicable to organise large gangs of skilled relief labourers (such as stone-cutters of the Wudah caste) for employment on these lines, in time enough to do any considerable quantity of work before the rainy season begins.

4. Under these circumstances, however anxious I may be to find some public work on which relief labourers can be properly tasked, I hardly see how to recommend that these branch lines be undertaken as relief works. In regard to the general question whether the branch lines would pay, I attach weight to the view expressed in Mr. Elwin's dissent at page 18 of the Commissioner's report. And I think much enquiry should be made before the Government decide to add £200,000 to the guaranteed capital of a railway which does not pay, in order to construct branch lines which also may not pay. If any of these branch lines could be undertaken by private enterprise, as suggested by Mr. Elwin, then perhaps Government might see fit to grant some aid to the projectors of such branch railways.

RICHARD TEMPLE.

f No. 2273.

1443A
u

From C. E. Bernard Esq. C. S. I.

Dated 7th April 1877.

FOR ORDERS.

F. No. 2273.

Revenue {1877} Department.

From

C. E. BERNARD, Esq., C.S.I.,
Secretary to Sir Richard Temple.

Dated 7th April, 1877.
Received 9th

No. 182.

21

Forwarding copy of a Minute by Sir Richard Temple regarding the advisability of undertaking the earthwork of three short branch railways to Arcot, Vellore, and Salem as Relief Works.

Lawrence Asylum Press-1877.

For order
cic - for order
DAP

Admitted saying
the Madras Govt were
not aware that this
subject was again under
consideration since
the Governor's telegram
of 11th to be a flimsy
in reply to his message
of March 26th
The Madras Govt
has entered a strong
condition as this Govt has
been expressed
M.

FOR ORDERS.

Car. L. L. L. L.

512273

Ind. 11/11/1877

No 1443 D 11/11/1877

From J. L. L. L.

To C. E. Bernard. Esq.
C. E. D.

Sir. I am directed to
acknowledge your letter
No 102 forwarding a
minute by Sir Richard
Temple dated April 6th
on the advisability of
undertaking the construction
of the short branch railways
to Trist, Vellon & Salen
as relief works & to
state that the Board
for the same are arranged
that the subject was again
under consideration since
this piece the former
telegram of the 3rd March
to Sir Richard Clarke
for the same is being
reply to his demand of
Feb 26th & that they

Three branch lines referred to in
your of 26th are estimated
approximately over 20 miles.
are 13 miles long - construction
light - masonry heavy - not
well adapted for relief work
on Cojocoran Chingput.
Line estimated under 10 miles.
Cojocoran Chingput
which will employ some people

observe that for R. as Vellon and
first branches.

Temple has arrived
at the same conclusion
as his father has
before expressed:

16/4/77 J.H.S

Depto

18 477