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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	768	Press
B.P. No.		Mis.
Dated	21. 2. 1877	197

Not to be folded or roughly handled

Famine Relief.

No. 557. From the Hon. T. C. HOPE, c.s.i., Additional Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, to J. H. GARSTIN, Esq., Additional Secretary to the Government of Madras, dated Calcutta, 6th February 1877, No. 140.

ADVERTING to previous correspondence on the subject of the proposed Railway from Bellary to Karwar, I am directed to forward the papers specified in the margin, and to request that His Grace the Governor in Council will be so good as to give the suggestion to commence the earthworks of the line for relief purposes his careful consideration, and, after consultation with Sir Richard Temple, to favor the Government of India with the opinion of the Madras Government at the earliest practicable date.

ENCLOSURE No. 1.

Extract from a letter addressed by the Government of Bombay to the Government of India, dated 23rd January 1877, No. 42-126.

19. The Karwar and Bellary Railway has already formed the subject of a correspondence which ended with the Government of India No. 2,133-R, dated 5th September 1874; estimates have been framed, and the line has been surveyed. On the subject of this Railway I am to refer you to my letter, No. 367 (Railway), dated 16th March 1874. All necessary details regarding that portion of the line which is suitable for meeting the present emergency in the way of relief are comprised in the accompanying memorandum.

20. It is believed that the Madras Government are desirous of undertaking the earthworks of this line as a means of providing employment for distressed persons in the Bellary and the adjoining districts. The work has, therefore, the merit that it would materially aid two or more districts in two Presidencies, and when completed it would not only, as has been shown in the previous discussions in respect to it, be a valuable commercial line of communication likely to return fair interest on any money borrowed for its construction, but in future season of scarcity or famine in the Southern Mahratta Country it would greatly add to the power of the Government and of the people to deal with, and meet failure of crops.

21. In Dharwar there are already 30,000 people on relief-works, in Belgaum 27,000, and in Kaladgi 41,000; and these numbers are increasing, and probably will continue to increase.

22. His Excellency in Council does not, I am desired to say, propose the immediate commencement of this work, though there is reason to apprehend that, if not commenced shortly, many small scattered works must be undertaken, on which it is probable that much money may be wasted.

23. It is probable, however, that the Government of India will be inclined to deal with this question on a general review of the measures to be adopted in both this Presidency and in Madras; and I am therefore desired to say that this Government will be prepared to carry out their portion of the line on learning from the Government of India that they have permission to do so, and they are of opinion that it would be a wise and prudent measure to commence it at an early date.

(True Extract.)

(Signed) G. A. ANDREWS,
Officiating Registrar,
Department of Revenue,
Agriculture, and Commerce.

NOTE ON THE HUBLI-BELLARY RAILWAY.

From Kirwatti, on the Canara Frontier, to Tungabuddra River.

Quantity of Earth-work and Ballast.	Metre Gauge.	Earth-work, Cubic Yards.
Kirwatti to Hubli	...	6,00,000
Hubli to Guduk	...	3,78,950
Guduk to Tungabuddra	...	1,06,745
		4,36,920
		94,883
Total Cubic Yards...		16,17,498

	Ballast, Cubic Yards.
Kirwatti to Hubli	60,795
Hubli to Guduk	73,730
Guduk to Tungabuddra	96,522
<hr/>	
Total Cubic Yards...	2,31,047

Calculation of Labor required for above.

	Rs.
2. 16,17,498 cubic yards earth-work	
Labor Line will employ. at 4 Annas	4,04,000
2,31,047 cubic yards Ballast, at 8 Annas for getting only	1,15,500
	5,19,500
A man for 5 months, at an average rate of 3 Rs. a-month, Rs. 15 ... or	5,19,500
	= say 35,000 persons.
	15

3. This line has been completely surveyed, and plans and estimates prepared. The line, from about 18 miles west of Hubli to Guduk, has been permanently staked out; but beyond Guduk it has been run, but not finally located.

If work is to commence shortly, a party should be at once sent down to pick up the portion staked out, supply any missing links, and locate the remainder.

4. The estimated cost of the whole line from Karwar to Bellary is—

Karwar to Guduk	...	110 lakhs of Rupees.
Guduk to Bellary	...	51 do. do.
Total...		161 do. do.

The total length is 236 miles, of which 27 miles is in the Nizam's dominions. Cost—nearly Rs. 70,000 a-mile.

Traffic.

5. The committee that sat in 1873 arrived at the conclusion that the line from Karwar to Guduk would give a net return of 4.09, taking the working expenses at 55 per cent. of the gross receipts; or 3.63 per cent., taking the working expenses at 60 per cent. on the 110 lakhs of capital required; the gross receipts being estimated at Rs. 10,02,000.

No traffic estimate for portion from Guduk to Bellary has ever been framed; but it runs through a fairly rich and populous district, and should earn about Rupees 7,000 a-mile. Until the link connecting it with Karwar is complete, it is impossible to say which course the cotton traffic would take. Taking Rupees 6,000 a-mile for the whole section from Kirwatti to Bellary—155 miles—we should have a traffic of Rupees 9,30,000, which, with working expenses at 55 per cent., would give a net return of Rupees 4,18,000; or nearly 4 per cent. on the cost, taken at Rupees 70,000 a-mile. But this section of the line would not cost more than Rupees 60,000 a-mile including rolling stock, it being the Ghaut Section, which runs up the total mileage rate; at this cost it would return 4½ per cent. on capital expenditure.

6. It is presumed this section would be carried out under the orders of the Madras Government, the Tungabuddra bridge being done by this Government. The following note shows the number of men that this section will employ—

	Cubic feet.	AS.	RS.
Earth-work	561,845	at 4	1,40,461
Ballast	83,163	at 8	41,580
Total...			1,82,041

At 3 Rupees a-month for each person or 15 Rupees for five months ... 1,82,041

15 = say 12,000 persons.

(True Copies.)

Additional Secretary to Government,

Exd. F. R. Bantleman.

STATEMENT of Distribution of proposed Engineering Staff from Kirwatti to Hubli, 29 miles, and Hubli to Tungabuddra River

86 miles in British Territory.
27 do. in Nizam's do.

	Earthwork, Culverts and minor Bridges, Stations, &c.	Tungabuddra Bridge.	1. Bari Nul-lah Bridge.	* Other large Bridges.	Bhatya Nul-lah 4.60.	Hubli Station.	Total.	Remarks.
Superintending Engineer ...	1	...	...	...	...	...	1	
Executive Engineers ...	3	1	1	1	...	...	6	
Assistant Engineers ...	7	1	...	2	1	1	12	
Subordinates ...	22	2	2	11	2	1	40	
								Mileage for Kirwatti to Hubli.
								Chains.
								Feet.
								30
								118.66
								123.26
								128.26
								129.20
								134.48
								133.76
								139.
								142.
								30
								30
								30
								30

N.B.—The line from Hubli to Gudduk is permanently staked out, and also about 18 miles to west of Hubli. Beyond Gudduk it has been run, but not located.

To pick up the line between Kirwatti-Gudduk and to locate the rest,

2 Executive Engineers ... } required immediately. Will be afterwards available for construction work.

4 Assistants ... }

8 Subordinates ... }

Besides these—

1 Executive Engineer ... }

3 Assistants ... }

14 Subordinates ... }

The rest of the Staff when the heavy masonry works are commenced.

H. F. HANCOCK, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways

23rd January 1877.

Proceedings of the Madras Government
21st February.

HUBLI AND BELLARY
METRE G
Summa

	Distance, Miles.
Kirwatti to Hubli ...	29
Hubli to Gudduk ...	35
Gudduk to Tungabuddra ...	49
	113
Tungabuddra to Bellary... ..	42
Miles ...	155

Probable Cost, 93 lakhs.
Probable Receipts, Rs. 9,30,000.
Working Expenses at 55 per cent., Rs. 5,11,500.
Net Return, Rs. 4,18,500, or 4.5 per cent.
Number of people it will employ for five months, from Kirwatti to Tungabuddra—35,000.
Tungabuddra to Bellary—12,000 persons.

E. L. MARRYAT, Captain, R.E.,
For Consulting Engineer for Railways.

Exd. A. F. Goodall.

(True Copy)

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

Family Relief.

No. 768.

No. 658.

To

THE HON. T. C. HOPE, C.S.I.,
Additional Secretary to

Miscellaneous.

ment, after consultation with Sir Richard Temple, after the earth-works of the proposed railway from Bangalore to Mysore, I am directed to draw attention to the telegram of the 10th October 1876, in which the necessity for the Government of India, and sanction to the Government-General in Council.

2. His Grace the Governor met Sir Richard Temple on the 11th instant, and discussed the question with him. The Government concur in the views communicated by Sir Richard Temple to the Government of India by telegram on the 10th October 1876.

REVENUE DEPARTMENT,
FORT ST. GEORGE,
21st February 1877.

India,
Muz,
and Commerce.

reference to your letter, dated 14th January 1877, No. 140, in which you mention the opinion of this Government in favour of the suggestion to commence a railway for relief-purposes, the Government, dated 27th October 1876, in which work was urged on the Government, but refused by

at Bellary on the 12th instant, and directed to state that this was communicated to Sir Richard Temple to the

to be,

our most obedient servant,
(signed) J. H. GARSTIN,
Additional Secretary to Government.

Erd. F. R. Bantleman.

Agriculture (1877) Department.

Government of Fort St. George.

Dated 21st February 1877. } No. 768.
Received } Enclosures.
5 spare Copies.

D. No. Progs.
L. No. No

Replied to letter requesting the opinion of the Madras Government, after consultation with Sir R. Temple, on the suggestion to commence the earth-works of the proposed railway from Bellary to Karwar for relief purposes; and intimating concurrence in the views communicated by Sir R. Temple to the Government of India by telegram on 12th instant.

NOTE ON THE HUBLI-BELLARY RAILWAY.

From Kirwatti, on the Kanara Frontier, to Tungabuddra River.

Quantity of Earth-work and Ballast.	Metre Gauge.	Earthwork, Cubic Yds.
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Total...		161 do. do.

The total length is 136 miles, of which 27 miles is in the Nizam's Dominions.
Cost—nearly Rs. 70,000 a mile.

2000

H. F. HANCOCK, Lieut.-Colonel, R.E.,
Consulting Engineer for I

HUBLI AND BELLARY RAILWAY.

METRE GAUGE.

Summary.

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Number of people it will employ for 5 months, from Kirwatti to Tungabuddra—35,000;

Tungabuddra to Bellary—12,000 persons.

E. L. MARRYAT, Captain, R.E.
For Consulting Engineer for Railways.

23rd January 1876.

168/7
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Government of Bombay to the Government
of India, dated 23rd January 1877 N^o 42-126

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True extract.

G. A. Andrews

Offg Registrar
Dep't of Revenue & Commerce

From

the Honble J. C. Hope, C.S.I.
Additional Secretary to the Government of India
Department of Revenue, Agriculture & Commerce

To

the Secretary to the Government of Madras.

Calcutta, the 6th February 1877

Sir,

Adverting to previous correspondence on the subject of the proposed Railway from Bellary to Karwar, I am directed to forward the papers specified in the margin and to request that His Grace the Governor in Council will be so good as to give the suggestion to commence the earthworks of the line for relief purposes his careful consideration, and, after consultation with Sir Richard Temple, to favor the Government of India with the opinion of the Madras Government at the earliest practicable date.

I have the honor to be
Sir,

Your most obedient servant

J. C. Hope

the Government of India.

Additional Secy

F. No 421
Revenue 1877 Dept.

From
The Govt. of India
Revenue &c. Dept.

Dated 6th } February.
March 12th }

No. 140

Encl. 2

G.O. 21 February 1878

Forwarding certain papers
relative to the proposed railway
from Bollyang to Carwar respecting
the Governor in Council to give the
suggestion to commence the earth-
works of the line for relief purposes
his careful consideration, &c.

Ans. Secy. to Govt.
20/5/78

To The Honble. J. B. Kopees
Additional Secretary
to the Govt. of India. Secy. to Govt.

Sir
With reference
to your letter of 6th Feb
1877 No 140 requesting
the opinion of this Govern-
ment after consulta-
tion with Sir Richard
Temple, on his suggestion
to commence the earth-
works of the proposed
Railway line from
Bollyang to Karwar
for relief purposes,
I am directed to
draw attention to the
Telegram from this
Government dated

20/2

M

27 October 1876 in which
the necessity for under-
taking this work was
urged on the Govt. of India

& sanction to commence
it was solicited, but
refused by the Govt. &
General in Council.

2. His Grace the Governor.

met Sir Richard Temple
at Bellary on the 12th inst.

and to discuss the matter.

I am directed to

state that the Govt.

concur in the view

expressed by

Sir Richard Temple

to the Govt. of India by

telegram on that date.

Yours faithfully,
21 February 1877

To the Govt of India

Railways from Bombay
to Harwar

and

April 1874