

Public Works (1895) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 99 R

DATED 23rd September

[Despatch Abstract.]
His Highness the Azam's Guaranteed State Railway
and the Bezwada Extension Railway.—The Govt
Inspector's inspection report of— for the half-year
ended the 30th June 1895, Conf^d to the agent & manager
for necessary action.

Forwarding Pro: on the Government Inspe-
tor's inspection report of— for the half-year
ended the 30th June 1895.

bring special ghāt Engines with short base wheel. ^{6.1.01}
Labour & Materials. Labour will all have to be imported from the Dec-
can as what little labour is available is all engaged on
the Coffee Estates. The country is very sparsely peopled
in Mysore, on the ghāts the villages are few and from
Marnhalli near the 68th mile to Seradi there are scarce-
ly any inhabitants, the country is so unhealthy. There
will be great difficulty in carrying out the work on
this portion, the natives dread the locality so much.

Materials of Excellent quality are available but the
leads for stone in South Canara will be long. Gneiss
only occurs in places and the laterite has proved useless
for building purposes.

Throughout the whole distance there is an excellent
road from which most parts of the line could be reached,
some will, however, be very difficult of access till the
formation is made.

Wood Fuel is available in any quantity in
South Canara and on the ghāt.

It was hoped from the magnificent appearance of the
South Canara Forests that they might be made to yield a
good supply of sleepers as Teak is plentiful in the neigh-
bouring Collectorate, but the Forest Officer's note holds out
no hope of this. Sleepers for current renewals of a wood
called Bhogi and which is believed to be the same as
Pyangadu or akin to it will be always available and by
the time renewals are required the development of the
forests may have so increased under careful conservation
as to yield enough to make South Canara a future
source of supply for sleepers.

Arrangement
of
Staff

It is proposed to locate the Head Quarters of the ¹⁶
Engineer in Chief and Examiner in one office at ²²
Bangalore where accomodation can be obtained and
so avoid more Temporary accomodation on the
line

line.

Direction.

1. Engineer-in-Chief
1. Assistant Engineer, Personal Assistant.
1. Head Clerk.
1. Head Draftsman.
6. Clerks.
3. Assistant Draftsmen.
- Samadars, Peons, Menials

For purposes of Construction it is proposed to divide the whole length of 143 miles into 3 Divisions.

Length.

Head Quarters.

I.	0 to 58.3 miles.	58.3.	Hassan
II.	58.3 to 83.5 miles	25.2	Baklaspur.
III.	83.5 to 143 miles	59.5	Mangalore.

In each Division three subdivisions are proposed and the Head Quarters of the Assistant Engineers would be.

I.	1.	Arsikere
	2.	Hassan.
	3.	Baklaspur.
II.	1.	Baklaspur.
	2.	Mamhale
	3.	Hemphole.
III.	1.	Siradi.
	2.	Upinangady
	3.	Bimtal

The Subordinates would be.

I.	3 Upper.	6 Lower.
II.	6 Upper.	6 Lower.
III.	4 Upper.	6 Lower.

The extra subordinate allotted for the III Division will be required at Mangalore for the extra work along the foreshore where some amount of reclamation will be required in connection with the approaches and Bmdes Lines.

The

(b). The Estimate contains provision for Temporary Quarters and Offices for each Division with the exception of those stationed at Mangalore which being an abandoned Cantonment contains a number of Bungalows now vacant which could be utilized for residences and Offices. At none of the other stations through which the line passes is there any accommodation available. The only place where European Bungalows exist is at Hassan and these are not fully occupied by the Native Officials of the State. Hutting for Workmen where necessary will be charged to works. This is only likely to be required on the ghât.

(c). The plateau of Mysore, that is as far as Bellaspet is healthy but the ghât is very feverish and at Kemphole the foot of the ghât Red. Level 876.62 Travellers were always warned against sleeping there. The Survey Staff suffered severely and had to be withdrawn to a higher level in April. Down as far as Upinangady the whole country is feverish and unhealthy and this is the reason for including such a large medical staff. During the monsoon all work on the ghât will necessarily be suspended. The rainfall being as heavy as 290 inches at Marmahalli where the rain breaks on the face of the Hills, 10 miles inland it is only 80 to 90 inches. During this season therefore and during the most unhealthy months the labour would be probably withdrawn to work on the Mysore plateau and in the lower plains of South Canara. The upper and lower sections of the line could be rapidly completed but the ghât will require 3 to 4 years for completing. The medical staff will be supplied with Temporary quarters Dispensaries and Shed Hospitals charged to works.

Relations with
the Public etc.

The route selected passes through no Military Cantonments or Camping Grounds and in no place does it interfere with any Public buildings, temples or Mosques. At the very end of the current season's work a small Mussulman