

Public Works (1896) Department.

G.O., No. 944-45R

DATED ²6 Nov 1896

[Despatch Abstract.]

Atsire Mangalore Railway Survey. Ordered
that the plans, Estimates and Report on the
be submitted with remarks to the Govt
of India.

Atsire Mangalore Railway Survey. Forwarding
Pro. Submitting to the Govt of India with remarks
the plans, Estimates and Report on the —

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G.O.	No.	Department.	Date.

Government [1896] of Madras.
PUBLIC WORKS.

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G.O., No. 944 R., 6th November 1896.

NOVEMBER.

Ordered that the plans, estimates and report on the — be submitted, with remarks, to the Government of India.

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. 3493, dated 15th July 1896.

Read—G.O., Mis. No. 2366, Revenue, dated 17th June 1896.

Resolution—Mis. No. 3493, dated 15th July 1896.

In reply to the Government Order read above, the Board begs to give below a table showing the traffic registered during the past two years on the three roads from Mangalore, alluded to in its Proceedings, No. 21, dated 11th January 1894:—

Road.	Year.	Downward traffic in			Upward traffic in		
		Goods.	Animals.	Passengers.	Goods.	Animals.	Passengers.
		I. MDS.	NO.	NO.	I. MDS.	NO.	NO.
		Mysore to South Canara.			South Canara to Mysore.		
Mangalore-Mannarbad	1894-95 ..	207,078	1,042	32,919	207,234	343	30,428
	1895-96 ..	186,476	544	38,817	140,968	79	39,608
Mangalore-Chernadi	1894-95 ..	96,780	8,709	106,411	123,771	350	116,517
	1895-96 ..	130,943	5,351	81,422	127,748	..	92,860
		Coorg to South Canara.			South Canara to Coorg.		
Mangalore-Mercara	1894-95 ..	123,708	4,945	64,480	75,710	408	58,861
	1895-96 ..	89,163	3,107	37,934	59,765	29	37,172

2. The extent of the trade in some of the chief articles is shown in the accompanying statement.

(True Extract.)

(Signed) R. V. SRINIVASIAH,
Secretary.

ENCLOSURE.

TABLE showing the chief articles of trade during 1894-95 and 1895-96.

Road.	Mysore to South Canara.		South Canara to Mysore.	
		I. MDS.		I. MDS.
Mangalore to Mannarbad.	1894-95.	Coffee	1894-95.	Kerosine-oil
		Cholam, cumbu, &c. ..		Salt
		Grain and pulse		All other articles of merchandise
		Chillies		
		Other spices		
		Sandalwood		
Mangalore to Chermadi.	1895-96.	Coffee	1895-96.	Kerosine-oil
		Cholam, cumbu, &c. ..		Salt
		Grain and pulse		All other articles of merchandise
		Chillies		
		Other spices		
		Jaggery		
Mangalore to Merara.	1894-95.	Sandalwood	1894-95.	Kerosine-oil
		Coffee		Salt
		Chillies		All other articles of merchandise
		Other spices		
		Jaggery		
	1895-96.	Coffee	1895-96.	Kerosine-oil
		Rice in the husk		Salt
		Rice not in the husk		All other articles of merchandise
		Beetel-nuts		
		Timber		
		All other articles of merchandise		
	1894-95.	Coffee	1894-95.	Kerosine-oil
		Rice in the husk		Salt
		Rice not in the husk		All other articles of merchandise
		Beetel-nuts		
		Timber		
		All other articles of merchandise		
	1895-96.	Coffee	1895-96.	Kerosine-oil
		Rice in the husk		Salt
		Rice not in the husk		All other articles of merchandise
		Beetel-nuts		

Note by the Consulting Engineer for Railways.

The project submitted last October in an incomplete state having already been noted on by Mr. Upcott (*vide* G.O., No. 639 R., dated 4th October 1896), it is not considered necessary to enter into a detailed criticism of the project as now submitted.

2. The results of the previous season's work were as follows:—

Arsikeri (mile 0) to Hassan (mile 30)—The alignment of the Mysore Government accepted.

Hassan (30) to mile 78 (3 miles from Mysore frontier).—A trial line run.

Mile 78 to foot of ghât (88).—A gap of 10 miles unsurveyed.

Mile 88 to (116).—Staked out.

Mile 116 to Mangalore (143).—Nothing done.

3. The section from Arsikeri to Hassan has now been revised and the gap of 10 miles on the ghât and of 28 miles between Mangalore and the foot of ghât filled up. The result is that the length of the line which was estimated at 143 miles, works out to 137.29.

4. Considerable improvements have been made in the section from Arsikeri to Hassan. The deviations from the original alignment have been plotted on the section with reduced levels at every chain, in order to distinguish them from the original survey.

5. The length from mile 116 to Mangalore has not turned out so easy as was anticipated. The line follows close along the right bank of the Netravati river, and in order to keep it above flood level a heavy bank is necessary. It is, however, questionable whether it is necessary to keep formation so high above H.F.L.; possibly 6 feet would be a sufficient margin. This would reduce the cost considerably.

6. A ruling gradient of 1 in 40 compensated and minimum curves of 410 feet have been adopted. A ruling gradient of 1 in 35 compensated would enable the two spirals to be eliminated and would save about 5 miles in length and 15 to 20 lakhs in cost. If it is decided to build the line, it would be well to spend another season's work on the ghât in locating at 1 in 35. Construction could meanwhile go on in the other sections.

The rates for earthwork and masonry on the ghât sections are none too liberal, considering the unhealthy nature of the country, the scarcity of labour and the difficulty of bringing materials to site dwelt on in page 5 of the report.

29th October 1896.

(Signed) F. D. FOWLER,
for Consulting Engineer for Railways.

ORDER—No. 944 R., dated 6th November 1896.

The Consulting Engineer for Railways submits plans and estimates and a report on the Arsikere-Mangalore Survey.

2. Separate estimates have been prepared of the following sections:—

(i) Arsikere to Hassan	...	...	...	...	...	...	...	MILES.
(ii) Hassan to Suklasapur	...	...	...	...	...	...	...	26.78
								27.65

as requested in Government of India letter No. 611 R.C., dated 1st May 1896.

3. The length of the line is 137.29 miles, and its cost on the metre-gauge Rs. 1,36,88,646; the mileage rate being Rs. 1,35,118.

These figures compare as under with those submitted in G.O., No. 639 R., dated 4th October 1895:—

Length	...	...	...	...	...	...	...	MILES.
								143
Total cost	...	...	...	...	...	...	...	Rs.
" per mile	...	...	...	...	...	...	...	1,69,62,253
								1,18,617

4. No new traffic statistics have been compiled beyond those issued by the Board of Revenue and quoted in page 18 of the report, but further traffic returns are awaited from the Resident in Mysore, who, it is understood, considers that the forecast shown in the report is more unfavourable than the facts warrant. His Excellency the Governor in Council therefore suggests that, in forwarding the report and estimates to the Secretary of State, the fact may be commented on that statistics of existing traffic more favourable than those now submitted may be expected.

5. In this connection, His Excellency the Governor in Council desires to emphasize the opinion already expressed in paragraph 3 of G.O., No. 639 R., dated 4th October 1895, that the financial prospects of the Railway cannot be fairly judged by a computation of the traffic now existing. The difficulties of the road up the ghât now force traffic, which would take this route did facilities exist, to seek other lines of communication. The tile industry may be taken as an instance. There are several large factories in Mangalore which turn out tiles of excellent quality, for which a good demand exists in the interior, but none of this traffic comes up the ghât or appears in the traffic returns owing to the difficulties of transport.

6. The suggestion contained in page 18 of the report now submitted, to construct feeder lines to Koppa on the north and Siddapur on the south deserves careful consideration. Such lines (about 90 miles in all) would tap the whole coffee districts of Mysore and Coorg, and would be of great benefit to the planting industry and would largely contribute to the earnings of the main line.

7. The report, plans and estimates are therefore submitted to the Government of India with the opinion of His Excellency the Governor in Council that, in spite of the low returns of 0.933 per cent. on the estimated capital (based on the return of existing traffic), the construction of this line (supplemented, if possible, by the branches mentioned in paragraph 6) is justified (1) by its immense importance to the Mysore

State and to the planting industry; (2) by the advantages it will confer on the populous and fertile South Canara district, now isolated from the outer world during a considerable portion of the year by unbridged rivers interrupting its communication both northwards and southwards, and by the fact that the harbour of Mangalore is unworkable for three months in the year; and (3) by the traffic that may be expected to develop when the line is constructed.

[Here enter No. 945 R., dated 6th November 1896.]

(True Extract.)

Offg. Under Secretary to Government,
Railway Branch.

To the Engineer-in-Chief, Arsikere-Mangalore Railway Survey.
" Resident in Mysore.
" Examiner, Public Works Accounts.
" Collector of South Canara.
" Revenue Department.

Encl. T. K. Narayana Aiyangar.

RAILWAY.

Government {1896} of Madras.
PUBLIC WORKS.

Recd.

Enclosures

} 1896.

Regd.

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G.O., Nos. 944, 945 R., 6th November 1896.

NOVEMBER.

Arsikeri-Mangalore Railway Survey

Forwarding Proceedings submitting to the Government of India, with remarks,
the plans, estimates and report on the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

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Road.	Year.	Downward traffic in			Upward traffic in		
		Goods.	Animals.	Passengers.	Goods.	Animals.	Passengers.
		1. MDS.	NO.	NO.	1. MDS.	NO.	NO.
		Mysore to South Canara.			South Canara to Mysore.		
Mangalore-Mannarbad	1894-95 ..	207,076	1,042	32,919	207,234	243	30,426
	1895-96 ..	156,474	844	25,817	140,966	79	39,603
Mangalore-Chermadi	1894-95 ..	98,780	5,709	106,411	123,771	860	116,517
	1895-96 ..	124,942	5,251	81,622	127,748	..	92,656
		Coorg to South Canara.			South Canara to Coorg.		
Mangalore-Mercara	1894-95 ..	123,708	4,945	64,480	75,710	408	59,941
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Road.	Mysore to South Canara.				South Canara to Mysore.			
				1. MDS.				1. MDS.
Mangalore to Mannarbad.	1894-95.	Coffee	..	80,847	1894-95.	Kerosine-oil	..	7,441
		Cholam,umbu, &c. ..	..	14,658		Salt	..	70,010
		Grain and pulse ..	..	26,765		All other articles of merchan-	..	116,992
		Chillies	..	24,118		dise	..	
		Other spices	..	11,999				
	1895-96.	Sandalwood	..	18,348	1895-96.	Kerosine-oil	..	17,460
		Coffee	..	45,081		Salt	..	45,818
		Cholam,umbu, &c. ..	..	11,301		All other articles of merchan-	..	67,985
		Grain and pulse ..	..	18,978		dise	..	
		Chillies	..	17,510				
Mangalore to Chermadi.	1894-95.	Other spices	..	12,128	1894-95.	Kerosine-oil	..	10,264
		Jaggery	..	13,109		Salt	..	43,561
		Sandalwood	..	11,368		All other articles of merchan-	..	52,351
		Coffee	..	39,174		dise	..	13,643
		Chillies	..	11,667		Rice not in the husk	..	12,263
	1895-96.	Other spices	..	9,538	1895-96.	Kerosine-oil	..	39,316
		Jaggery	..	8,760		All other articles of merchan-	..	53,978
		Coffee	..	66,805		dise	..	
		Chillies	..	16,934				
		Other spices	..	12,401				
Mangalore to Mercara.	1894-95.	Jaggery	..	12,516	1894-95.	Salt	..	31,209
		Coffee	..	36,233		All other articles of merchan-	..	33,893
		Rice in the husk ..	..	10,200		dise	..	
		Rice not in the husk ..	..	19,624				
		Hotel-nuts	..	16,482				
	1895-96.	Timber	..	16,360	1895-96.	Salt	..	14,345
		All other articles of merchan-	..	12,051		All other articles of merchan-	..	31,661
		dise	..			dise	..	
		Coffee	..	40,216				
		Rice not in the husk ..	..	12,464				
		Hotel-nuts	..	13,022				

Note by the Consulting Engineer for Railways.

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29th October 1896.

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for Consulting Engineer for Railways.

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(ii) Hassan to Saklasapur	...	...	...	...	...	...	...	...	...	26.78
										27.65

as requested in Government of India letter No. 611 R.C., dated 1st May 1896.

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										143
Total cost	...	...	...	...	...	...	...	...	...	RS.
" per mile	...	...	...	...	...	...	...	...	...	1,60,82,253
										1,18,617

4. No new traffic statistics have been compiled beyond those issued by the Board of Revenue and quoted in page 18 of the report, but further traffic returns are awaited from the Resident in Mysore, who, it is understood, considers that the forecast shown in the report is more unfavourable than the facts warrant. His Excellency the Governor in Council therefore suggests that, in forwarding the report and estimates to the Secretary of State, the fact may be commented on that statistics of existing traffic more favourable than those now submitted may be expected.

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[Here enter No. 945 R., dated 6th November 1896.]

(True Extract.)

(Signed) F. D. FOWLER,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Engineer-in-Chief, Arsikeri-Mangalore Railway Survey.

" Resident in Mysore
" Examiner, Public Works Accounts.
" Collector of South Canara.
" Revenue Department.

ENDORSEMENT—No. 945 R., dated 6th November 1896.

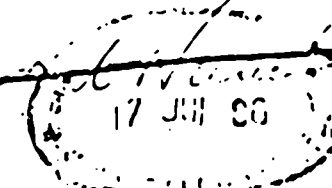
Forwarded.

(By order.)

Offg. Joint Secretary to Government,
Railway Branch.

To the Secretary to the Government of India,
Public Works Department, Calcutta.

No 1896-2896
Board of Revenue
 (Revenue Settlement, Land Records
 and Agriculture),
MADRAS.

To 

The Secretary to Government
 Revenue Department.

(Sett 20-2,000-27-11-95.)
 677H
 Encls 2
 Recd: 27.7.96
 Enclt no. No 2896

Transferred
 to the Public Works
 Department (Railway)
 with reference to office No 12392
 dt 10 E June 1896.

H. Munnell
 as Secy to Govt.

Notacammd.
 22nd July 1896.

Recd 17.7.96 E.2
 No. of Enclosures.

Proceedings, dated 15 July 1896.
 No. 269311110

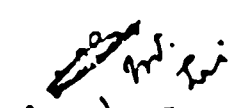
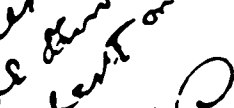
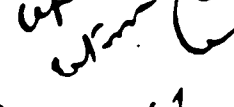
Subject.
Railway.

Replying to G.O. (R.D.)
 requesting the Board to
 report whether any further
 information regarding the
 traffic statistics of the
 proposed Arakere-Mangalore
 within the
 British Territory can be
 furnished.

P.T.O.

Let
 No 2967 C of 31 July
 1896

Await reply from
 Resident in Mysore to
 Resident in Bangalore
 over letter No 5857 of 9 E
 June 1896.
 June 1896.

Use 
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Send copy to Encl
 A.M. for information
 27/8 31/7



Proceedings of the Board of Revenue.

(Revenue Settlement, Land Records and Agriculture.)

Dated 15 July 1896.

No. 3493 Mis

3
Read... Proceedings of the Madras Government Revenue Department, dated 17th June 1896. No 2366 Mis.

Resolution.

In reply to the Government Order read above, the Board begs to give below a table showing the traffic registered during the past two years on the three roads from Mangalore alluded to in its Proceedings No 21, dated 11th January 1894:—

Road	Year	Downward traffic in		Upward traffic in	
		Good Animals	Animals	Good Animals	Animals
		I. Inds	nos	I. Inds	nos
		Mysore to British Canara		British Canara to Mysore	
Mangalore-Mysore	1894-95	207076	1042	31919	207234
	1895-96	156474	544	35817	140966
Mangalore-Chand.	1894-95	96780	5709	106411	123771
	1895-96	134942	5251	81422	127748
		Coorg to British Canara		British Canara to Coorg	
Mangalore-Mysore	1894-95	123708	4945	66680	75710
	1895-96	89153	3107	37934	59753

2. The extent of the trade in some of the chief articles is shown in the accompanying statement.

True Extract

621
6774156

R. V. Srinivasan
Secretary

To the Secretary to Government
Revenue Department
with statement & with the enclosure
to the current returned.
Copy to the Collector of British Canara,
with copy of the statement.

Table showing the Chief Articles of Trade during 1894-95 and 1895-96.

Road	Mysore to British Canara		British Canara to Mysore	
	S. N. N. N.		S. N. N. N.	
Mangalore } to Mysore }	1894-95.	Coffee 80847, Chittam, cumbrs 14558, gram 8120, 25765, Chillies 22118, other spices 11998, sundries 18348.	1894-95.	Kerosene oil 7661, salt 7000 and all other articles of merchandise 116982.
	1895-96.	Coffee 45057, Chittam, Cumbrs 11301, gram 18978, Chillies 17570, other spices 12128, Jaggery 13109, sundries 11366.	1895-96.	Kerosene oil 17450, salt 45818, all other articles of merchandise 67985.
Mangalore } to Channarayana }	1894-95.	Coffee 39174, Chittam 11667, other spices 9538, Jaggery 6760.	1894-95.	Kerosene oil 10264, salt 4381, and all other articles of merchandise 82357.
	1895-96.	Coffee 65005, Chittam 16934, other spices 12611, Jaggery 12015.	1895-96.	Rice not in the book 10642, Kerosene oil 12253, salt 39316, and all other articles of merchandise 53978.
Mangalore } to Channarayana }	1894-95.	Coffee 36133, Rice in the book 10200, Rice not in the book 19024, Kattel-mats 16482, Sundries 16350, all other articles of merchandise 12051.	1894-95.	all other articles of merchandise 53978.
	1895-96.	Coffee 40916, Rice not in the book 12464, Sundries 13012.	1895-96.	all other articles of merchandise 31661.

R. V. Srinivasan
Secretary

2002/571

Proceedings of the ^{Board of Directors} ^{of the} ^{Angkor Wat} ^{Railway}
 Angkor Wat Railway
 Survey

Vol. 1, No. 1 of 29.10.96

(K. C. S. S. S.)

The project submitted last October
 is in an incomplete state, having
 already been noted on 1/11/96
 (see 1/11/96) this has resulted
 in a number of letters and a detailed
 criticism of the project as
 submitted.

2. The results of the previous
 seasons work are as follows

Angkor (mile 0) to Hasser (mile 30)

The alignment of the Mysore Fort
 accepted

Hasser (30) to mile 78 (then mile
 from Mysore Fort). A trial
 line was

mile 78 to foot of hill (88) a gap
 of 10 miles unsurveyed

mile 88 to (116) Staked out

mile 116 to Mangalore (143) nothing
 done.

3. The section from Angkor to Hasser
 has now been revised and the gap
 of 10 miles on the flat and of
 28 miles between Mangalore &
 the foot of the hill filled up.

The result is that the length of
 the line which was estimated
 at 143 miles has worked out to
 137.24.

4. Considerable improvement
 has been made in the section
 from Angkor to Hasser. The
 deviation from the original

alignment - had been plotted on
the section with reduced levels at
every 100 ft. - chains in order to
distinguish them from the original
survey.

5. The length for mile. 1166
Mangalam has not turned out
so easy as was anticipated.
The line follows down along the
right bank of the Natarati
river and in order to keep
it from flood level a heavy
bank is necessary. It is
however questionable whether this
necessity to the first formation
so high above H.F.L. possibly
6 ft. would be a sufficient
margin: this would reduce the
cost considerably.

6. A ruling gradient of 1 in 40 compensated and min. curve of 410 ft. has been adopted. A ruling gradient of 1 in 35 compensated would smash the two spurs to be eliminated and would save about 5 miles in length and 15 to 20 lakhs in cost. If it is decided to build the line should be well to spend another season's work on the job in locating at 1 in 35 - construction could ^{be made} ~~be~~ done in the other sections.

The rates for Eastworth and
Hawson on the Great^{Sutton} are now:
too liberal considering the
unhealthy nature of the country.

the scarcity of places and the
difficulty of procuring material
both within in p. 5 of the
report.

29/10

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Prop: open Board of
Revenue / Revenue
Settlement / Land Records
& Agriculture / with encl.*

M.E. No: 3493 Misd 7 15 July '98

*Note by the Comr.
Engg for Mys —*

29 Oct 98

order

Print

The Consulting Engineer for
Railways, submits plans and
estimates and a report on the
Arakere - Mangalore Survey.

2. Separate estimates have
been prepared after following
sections

- i. Arakere to Hassan 26.78 miles
- ii. Hassan to Sakleshpur 27.05 "

as requested in Govt of India
letter No 611.R.C dated 1.5.96

3. The length of the line
is 137.29 miles and its cost on
the metre-gauge Rs 18,68,8646;

the

the mileage rate being
Rs 135/118.

These figures compare as
under with those submitted
in G. O No 639 R dated 4/10/95

Length - 143.5 miles
Total Cost - Rs 16962,253
" per mile Rs 1,18,617

4. No new traffic statistics
have been compiled beyond
those issued by the Board
of Revenue and quoted in
page 18 of the report, but
further traffic returns are
awaited from the Resident
in Mysore who, it is understood,
considers that the forecast
shown in the report is more
unfavourable than the facts
warrant. His Excellency the
Governor in Council therefore
suggests that in forwarding
the report and estimates
to the Secretary of State
the fact may be commented
on that statistics of existing
traffic more favourable
than those now submitted
may be expected

5. In this connection, it is
Suggested by the Governor in Council
desires to emphasise the opinion
already expressed in para 3
of G. O No 639 R dated 4th Oct 1895
that the financial prospects
of the Railway, cannot be
fairly judged by a com-
putation of the traffic now
existing. The difficulties of
the road up the ghat now force
a traffic which would take
this route, did facilities exist,
to seek other lines of commu-
nication. The tile industry
may be taken as an instance.
There are several large
factories in Mangalore which
turn out tiles of excellent quality
for which a good demand
exists in the interior but none
of this traffic comes up the
ghat or appears in the traffic
returns owing to the difficulties
of the transport.

6. The suggestion contained
in page 18 of the report now
submitted, to construct feeder
lines to Koppa on the north
and Sidlapur on the south

deserves careful consideration such lines (2 have 400 miles in all) would take the whole Coffee district of Mysore and Coorg, and would be of great benefit to the planting industry, and would largely contribute to the earnings of the main line.

The report & plans & estimates are therefore submitted to the Govt of India with the opinion of His Excellency the Governor in Council that in spite of the low return of 0.933 per cent on the estimated capital (based on the return of existing traffic) the construction of this line (supplemented if possible by the branches mentioned in para 6) is justified - (1) by its immense importance to the Mysore State and to the planting industry (2) by the advantages it will confer on the populous and fertile South Canara District, now isolated from the outer world during a

Considerable

Considerable portion of the year by unbridged rivers & interrupting its communication both northwards and southwards, and by the fact that the harbour of Mangalore is unworkable for three months in the year, and (3) by the traffic that may be expected to develop when the line is constructed.

The Engineer in Chief, Madras
" Resident in Mysore
" Examiner, P.W. Dept
" Collector of South Canara
" Revenue Dept
P.W.D.

(Signed) F. D. Fowler
R
Doc. No. 945. E. 46th November
Forwarded

Documents accompanying:-

- (1) 60 Copies of the Report & Estimates
- (2) 5 Books of Plans

(Signed) F. D. Fowler
R

(3) Proceedings of the Bd of Revenue to the effect of having 96 mile station and showing the chief articles of trade during 1895-96 & 1896-97
20 copies will follow

The Secy to the Govt of India
P.W. Dept
Calcutta

h. O. & Co. Secy
20/9/96
17/11/96

Rf.
No 944 R dated 6.11.96
945