

Revenue (1897) Department.

ROUTINE SERIES.

G.O., No. 1983

DATED 2^d November

[Despatch Abstract.]

Recording Progs. of the P.W. D.
informing the Board of Revenue that
there is no present intention on the
part of H.H. the Mirzan's Govt. to
extend the Mammad-Hyderabad
Ry. in the direction of Pondugal.

BACK PAPERS.

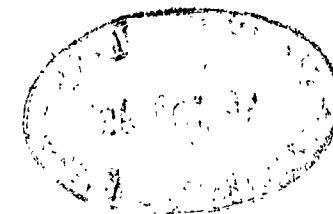
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FURTHER PAPERS.

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RAILWAY.

Government {1897} of Madras. PUBLIC WORKS.



Recd. 2-11-97

Enclosures

Regd. 2-11-97

1897.

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G.O., No. 741 R., 28th September 1897.

2-11-97

S.O. R. No. 19839 2^d Nov 1897

SEPTEMBER.

Recorded

1-11-97

1-11-97

Note The paper has been communicated to the Board direct

1-11-97

Branch Line from Narasaraopet to Pondugal

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 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 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					
Narasaraopet	1,066 712	324 11	742 701	142,011 146,377	191 223

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, here 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.)

Frank B. Spring
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.

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