

Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 4005

DATED 2nd aug 1897

[Despatch Abstract.]

*Transferring to the P. W. D. (Ref. Sec.) Board's
report on Quota line lines of railway.*

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

2-6523
30.8.97

Cu 5742/19

1897.

Board of Revenue

(Revenue Settlement, Land Records and Agriculture),

MADRAS.

N^o 5742



Recd.

Enclosures

Regd.

1897.

Spare copies

Printed July th.

Proceedings, 25th May 1897, No. 397.

MAY.

Protective Lines of Railway.—Submitting to Government report on—.

PROCEEDINGS OF THE BOARD OF REVENUE
(REVENUE SETTLEMENT, LAND RECORDS AND AGRICULTURE).

READ—again the following Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 20th December 1895, No. 403:—

Read—the following G.O., Mis. No. 4403, Revenue, dated 5th November 1895:—

Read—the following letter from DENZIL IBBETSON, Esq., C.S., Officiating Secretary to the Government of India (Department of Revenue and Agriculture—Famine), to the Secretary to the Government of Madras, dated Simla, the 18th September 1895, Circular No. 18-31-1:—

Under existing arrangements no portion of the Famine Insurance Grant can be expended upon any railway unless it has been classed as protective, with the approval of the Secretary of State. The Famine Commission indicated in a general manner

the tracts of country that needed most urgently to be protected by railways.

Page 172, Part II of Report. The railways required for the direct protection of these tracts, together with the East Coast (Madras—Calcutta) and South Indian Railways, which the Secretary of State has since accepted as protective, either have been completed or will be completed within the next few years; and it is now necessary to obtain sanction to the classification of other lines as protective, in order that contribution may be made to the cost of their construction from the Famine Insurance Fund.

2. The principle upon which the construction of a railway from the Famine Insurance Grant is justified is, that it will, within a reasonable term of years, effect a saving in expenditure on the relief of famine equal to the cost of its construction. There are probably few, if any, railways not yet constructed in India to which this test could be applied successfully in its entirety. But almost all railways in this country must be in some degree protective; and it is apparently permissible to extend to them the principle, by meeting from Famine Insurance Funds, not the whole cost of their construction, but such a portion of it as it may legitimately be hoped they will recoup to the State by decreasing the cost of famine relief. The application of this principle in any particular case will however be difficult, while it will always be open to criticism. On this, and indeed on every ground, it therefore seems advisable to arrange projected railways in a list in order of their protective value, measured as explained above, to strike off each as completed, and to confine contributions from the Famine Insurance Fund to the particular works, which for the time being head the list. It is with the view of procuring the assistance of the Government of Madras in the preparation of such a list that I am now directed to address you.

3. The maps attached to the Famine Commission's Report show that, setting aside the protection afforded by irrigation works, there is hardly any part of India which may not suffer from drought and require to be supplied with food from without. Moreover, drought is not the only cause of scarcity. Recent experience in the Central Provinces has shown that excessive rainfall may cause distress; and floods in Orissa have resulted in positive scarcity. And in such cases carriage by road often becomes difficult or impossible. The Famine Commission considered that a railway fully protected a tract 25 miles wide on either side of it. But when failure of crops has been accompanied, as so often happens, by failure of pasture, the cattle either die or are driven away in search of food, and local means of carriage are non-existent. In such cases feeder lines, acting as minor distributaries to the main lines, may be of the greatest protective value.

4. Her Majesty's Secretary of State has laid down that the fact that any railway opens up a grain-producing tract and connects it with tracts that are liable to failure

of crops, thus securing to them a food-supply in the event of famine, does not necessarily "entitle it to rank as a protective railway." But it does not therefore seem necessary to exclude altogether from consideration railways which are protective only in the sense that they bring grain from producing tracts to a convenient centre for distribution to tracts exposed to scarcity. The Famine Commission clearly considered that such railways might be of great protective value. The collection of grain must precede its distribution. No doubt collection at the local marts proceeds quietly and incessantly, even in the absence of a railway, while distribution in the presence of famine is urgent. Thus provision for distribution should ordinarily precede provision for collection. But a point must be reached at which it is more important to develop existing means of collection than existing means of distribution.

5. I am to ask that the Government of India may be furnished with a list of a limited number of railway projects for the Madras Presidency arranged in order of protective value with reference to the foregoing remarks. In order to enable the Government of India to judge of the relative claims of projects for different Provinces, the grounds on which each work is believed to be protective should be stated with some fulness, the following information being given in each case, together with any other that may be relevant, regarding the tract of country which it traverses: population per square mile, (a) rural and (b) total; percentage of area cultivated; percentage of cultivation irrigated from (a) canals, (b) permanent wells, (c) other sources of irrigation; average rainfall; maximum and minimum rainfall; previous famine history, with details of the expenditure that has been incurred for the relief of distress. In case the project should fall under paragraph 4 of this letter, similar information should be given regarding the tract which it is intended to supply.

6. In conclusion I am to explain that the information now called for is quite distinct from that asked for by the Supreme Government in the Public Works Department, in Mr. Hebbert's letter No. 971-R.C., dated the 14th August 1895.

Order—Mis. No. 4403, Revenue, dated 5th November 1895.

Referred to the Board of Revenue (Revenue Settlement, Land Records and Agriculture) for report.

(True Extract.)

(Signed) LIONEL DAVIDSON,
Ag. Under Secretary to Government.

To the Board of Revenue (Revenue Settlement).

Resolution—dated 20th December 1895, No. 403.

Communicated to all Collectors (except Malabar, South Canara, Nilgiris and Madras) for report as to what extensions (if any) of railway communication for protective purposes appear to them necessary or desirable.

The information required by the Government of India in paragraph 5 of its letter should be given as far as possible for each project recommended.

(True Copy and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Collectors of all districts (except Malabar, South Canara, Nilgiris and Madras).

READ—the following reminders from Government, Revenue Department, directing an early submission of the report called for regarding protective railways:—

Government Order, No. 1994-R., Revenue, dated 27th October 1896.
Government Order, No. 801-R., Revenue, dated 23rd April 1897.

RESOLUTION—dated 25th May 1897, No. 397.

The information asked for in paragraph 5 of the letter from the Government of India, communicated with the first Government Order read above, is furnished in Appendices I, II, III and IV to this Resolution.

2. A list of protective railways arranged in the order of their protective value, with reference to the aforesaid appendices is subjoined, and their position in relation to the existing lines is shown in the accompanying map.

Protective railways.		Tract traversed.		
Serial number.	Designation.	Districts.	Groups of taluks (within British territory).	Principal villages or towns.
1	2	3	4	5
I.	Hospet-Harihar	Bellary Mysore Province.	Hospet Kudligi Hadagalli Harpanahalli	Chittavadigi. Narayana-devarakéri. Kottur. Arasikere. Harihar.
II.	Bellary-Rayadrug-Holalkeri.	Bellary Anantapur	Bellary Rayadrug Dharmavaram Madakasira	Bellary. Hirebálu. Rayadrug. Chittaldrug. Holalkeri. Dhona.
III.	Dhone-Kurnool	Kurnool	Ramallakóta Nandikótkúr	Veludurti. Chinna Tékrú. Kurnool. Giddalur. Narava. Rájupalem. Idamakallu. Komaravolu. Sancherla.
IV.	Giddalur-Vantimitta	Kurnool Cuddapah	Cumbum Badvel Siddhout	Sankhavaram. Pórumámilla. Boppapuram. Pedullapalli. Badvel. Bayyanapalli. Venkatasettiipalli. Konduru. Siddhout. Vantimitta.
V.	Kalikiri-Yerraguntla Nandyal.	Kurnool Cuddapah	Vayalpad Ráyachóti Palivendla Cuddapah Proddatúr Jammalamadugu Koilkuntla Nandyal	Kalikiri. Kalakada. Ráyachóti. Lakkireddipalli. Surabhu. Vempalli. Yerraguntla. Jammalamadugu. Nossam. Koilkuntla. Révanuru. Nandyal. Morappúr.
VI.	Morappur-Hosur-Bangalore.	Salem Mysore Province	Uttankarai Dharmapuri Krishnagiri Hosur	Pólakódu. Ráyakottai. Kelámangalam. Hosur. Bangalore.
VII.	Salem-Porto Novo.	Salem South Arcot	Salem Attúr Chinnaselah. Kállakkurichi Chidambaram	Salem. Attúr. Chinnaselah. Vridhdhachalam. Bhuvanigiri. Porto Novo. Salem.
VIII.	Salem-Namakkal-Karúr.	Salem Coimbatore	Salem Namakkal Karúr	Rásipur. Tattaiyangarpatti. Namakkal. Nanjai Mohanur. Nerur. Karúr.

Protective railways.		Tract traversed.		
Serial number.	Designation.	Districts.	Taluks.	Principal villages or towns.
1	2	3	4	5
IX.	Pódanúr.	Coimbatore Madura	Coimbatore Pollachi Udumálpét Dhárápuram Palni Dindigul	Pódanúr. Kinattukkada. Pollachi. Udumálpét. Madathukolam. Palni. Virupákshi. Palaganóttu. Dindigul. Madura.
X.	Madura-Pá.	Madura	Madura Sivaganga Rámnad	Tiruppuvanam. Sivaganga. Mánamadurai. Paramakudi. Rámnad. Pámban. Adirampatnam (near Mutta- pet).
XI.	Koilkottai-Tinnevely	Tanjore Madura Tinnevely	Pattukkóttai Sivaganga Rámnad Óttappidáram Sattur	Avadavárkóil. Devakóta. Tervumpet. Ilaiyankudi. Paramakudi. Abhiramam. Kamuti. Ettiápuram. Kóilkottai. Trichinopoly. Pudukkóttai. Tirumayam. Kanadukattan. Karakkudi. Devakóta. Tiruvadanai. Tóndi.
XII.	Trichinopoly-Pudukkóttai-Tinnevely	Trichinopoly Madura	Trichinopoly Pudukkóttai Sivaganga Rámnad	Pondugala. Dachépalli. Pidugurála. Nekarikallu. Narasaraopet. Chilakalurpet. Chirala. Kokarakulam. Srivaikuntam. Nángunéri. Valliyur. Panakkudi. Nagerkoil. Vizianagaram. Gajapatinagaram. Sálúru.
XIII.	Pondugal-Narasaraopet-Chirala.	Kistna	Palnad Sattanapalle Narasaraopet Bápatla	Raypur. Raipur.
XIV.	Tinnevely-Nagerkoil.	Tinnevely Ravancore	Tinnevely Tenkarai Nángunéri	Bezwa. Masulipatam.
XV.	Vizianagaram-Sálúru-Raipur.	Vizianagaram Sálúru	Vizianagaram Gajapatinagaram Sálúru	Bezwa. Masulipatam.
XVI.	Bezwa-Masulipatam	Bezwa Masulipatam	Bezwa Masulipatam	Tinnevely. Shérmádevi. Ambásamudram. Tenkási. Chinnasalem.
XVII.	Tinnevely-Quilon.	Tinnevely Quilon	Tinnevely Ambásamudram Tenkási	Sankarapuram. Tirukóyilúr. Panruti. Ulundurpettai. Elavansur. Tyaga Durgam. Kac'chirayapalaiyam. Tindivanam. Gingee.
XVIII.	Chinna Salem-Tirukóyilúr.	Chinna Salem Tirukóyilúr	Kallakurchi Tirukóyilúr	Tiruvannámalai. Uttankarai. Samalpatti.
XIX.	Panruti-Kac'chirayapalaiyam.	Panruti Kac'chirayapalaiyam	Cuddalore Vridhdhachalam Tirukóyilúr Kallakurchi	Tiruvannámalai. Uttankarai. Samalpatti.
XX.	Tindivanam-Tiruvannámalai-Samalpatti.	Tindivanam Tiruvannámalai Uttankarai	Tindivanam Tiruvannámalai Uttankarai	Tiruvannámalai. Uttankarai. Samalpatti.

* Though not traversed by the railway, part of the taluk will be protected, being within 25 miles of the line.

3. Of the lines mentioned above, Nos. XVI and XVII are protective, only in the sense that they will serve to bring the produce of fertile tracts to convenient centres, viz., Bezwa and Tinnevely, for distribution to affected tracts.

4. A few notes regarding the proposed protective are subjoined:—

I. *Hospet-Harihar*.—Kúdligi, Hadagalli and Ha taluks in this group have very bad unmetalled roads without culverts. In famine, it is difficult to bring grain into this area. Large tracts are over 40 in the nearest railway. In the famine of 1876-78, these tracts were the first. From the map in appendix R, to the review of that famine, it will be seen they were among the taluks which suffered most. In this tract, irrigation is few, and protect only small areas, and, so far as is known, there is not much for their development. A very large proportion of the arable land still lies uncultivated so that if the country be opened up by a railway, it may be developed considerably. The line is likely to be a success even from a commercial point of view. It is the market for such produce of the western half of the Bellary district as an outlet on the Bellary-Dhárwar branch of the Southern Mahratta Railway. Anadévarakéri, District Munsif's head-quarters, 8 miles from Hospet, Kottúr, is further off, whose exports of cotton to Davanagiri, near the terminus of proposed line, are valued by the Mysore Government at 4 lakhs of rupees, and Kottúr, 14 miles further off, is a centre for the jaggery trade, are important places situated on the line. Near Kottúr, the line taps the large toddy-producing tract in Kúdligi.

II. *The Bellary-Ráyadrug-Chittaldrug-Holalker*.—Ráyadrug ordinarily draws its food-supply from the Chittaldrug district and Davaram and Madakasíra taluks of Anantapur district. In times of scarcity, however, it gets no supplies from those parts but looks to Bellary for a supply which is effectively given only in the event of this line being constructed. The count which the line will pass is sparsely peopled and poor except Madakasíra.

III. *The Dhone-Kurnool Railway*.—The tract traversed by this line comprises Ramallakot and Nandikotkúr taluks, in which 5 and 29 per cent. of the population of 1871 had disappeared when the succeeding census was taken. The tract is liable to great and frequent deficiencies of rainfall, although a considerable area in the Nandikotkúr taluk is commanded by the Kurnool-Irappah canal, that work has never been fully utilized, and the area commanded lies out 30 to 40 miles east of the line suggested. The numbers of people relieved during the famine of 1876-78 at the relief camp at Dinne-Dévarapad situated on this were much larger than those at other camps. In point of village relief also, Ramallakót taluk needed relief to a greater extent than the other taluks, the number of villages in Ramallakót taluk where relief was given being 54 against thirteen in Curn, twelve in Nandikotkúr, fourteen in Pattikonda, and five in Nandyál. During scarcity of 1891-92, 23 villages along the Bellary high road in Ramallakót taluk and twelve villages in the extreme south of the Nandikotkúr taluk, all of which are within 25 miles of the proposed line, suffered severely.

IV. *Giddalur-Vantimitta*.—Badvel taluk is remote from a railway, and all the taluks of the group suffered severely during the famines of 1876-78 and 1891-92. There is no doubt regarding the very great protective value of the line. It may not be financially successful. The tract of country through which the line would pass is hilly, poor, and sparsely peopled. The traffic is poor. A large portion of the tract consists of wild forest-clad hills.

V. *The Kalikiri-Yerraguntla and Nandyál railway*.—This line by connecting the Villupuram-Dharmavaram line with the Madras Railway, will open up a tract which is probably more subject to famine than any other, and which is beyond the reach of the existing railways. It will serve about one-third of the Váyalpád taluk, the whole of Ráyachóti taluk, the eastern portion (about one-half) of Pulivendla and the western portion (one-third) of Cuddapah taluk. The Pennéru can be more cheaply and easily bridged over at Jammalamadugu when it is comparatively narrow, than at Proddatur. But Proddatur being one of the most important centres of trade, it is desirable that the line should pass through that town. The Koilkuntla taluk, which is at present remote from any railway, suffered severely in the famine of 1876-78 as well as in that of 1891-92.

VI. *Morappúr-Hosúr-Bangalore*.—The tract which suffered most in the Salem district during the famine of 1876-78 consisted of the taluks of Hosúr, Krishnagiri and Dharmapuri. The percentage of cultivation to the total area as well as that of the cultivated area irrigated from canals and wells is very small. Almost the whole cultivated area depends on timely rains for cultivation.

VII. *The Salem-Porto Novo line*.—This will afford the protection which is very much needed by Vriddháchalam and Kallakurchi. The western parts of these taluks are mostly dry and liable to severe drought. The westernmost villages in Vriddháchalam taluk are 55 miles off from the nearest railway station (Chidambaram) on the east and 45 miles off from the nearest railway station (Salem) on the west. This line by connecting the Atúr taluk, which is fairly protected by irrigation works, would greatly facilitate the exportation of grain therefrom to Salem, Dharmapuri, and other poor tracts on the west and to Vriddháchalam and Kallakurchi on the east. The Chidambaram taluk, which the line would tap towards its terminus, would better serve the poorer taluks in the west with its supplies of rice than now. This line would open up a tolerably densely populated tract in South Arcot and Salem, and connect the centre of the latter district with the surplus grain-producing deltas of the Vellár and the Cauvery. The area through which the railway would pass has not in recent times suffered greatly from famine, but the Salem district itself is always liable to famine, and this line would greatly shorten the carriage of food to that area. In the interest of the general development of the country and of trade, the construction of such a railway is much to be desired. It would greatly shorten the distance to the coast from the Salem district.

VIII. *The Salem-Námakkal-Karúr Railway*.—The General Charge Deputy Collector writes, "Námakkal taluk suffered much from the effects of the great famine of 1876-78. Several hundreds of lives were lost and lakhs of rupees were spent on the relief of sufferers. The distress of 1891-92 did not deepen into famine but the few hundreds who needed relief emigrated to Salem and Tiruchengódu where relief works were opened".

IX. *The Pódanúr-Dindigul Railway*.—This line would open up a very dry portion of the Coimbatore and Madura districts and would connect them with the West Coast on the one hand and the rice producing tracts of Trichinopoly, Tanjore and Madura on the other. Excluding hills and forests, nearly the whole of the arable area in Polláchi taluk and 97 per cent. of the arable area in Udampalpet taluk are occupied, but 80 per cent. of the occupied area in Udampalpet and 90 per cent. of such area in Polláchi depend on timely rainfall alone for cultivation. The line would be of great value to the planters who are likely to take up land on the Anamalais. Palni is mainly a dry taluk and the failure of a single monsoon brings immediate distress on the ryots. It is bounded by dry taluks on the north and west and is very far from any railway. The taluk suffered very severely from drought in 1893. The proposed diversion to Dhárápúram is considerably off the direct line between Polláchi and Dindigul. The diversion, if made, would protect the drier regions of the Dhárápúram taluk and open up the irrigated parts of the taluk for the benefit of the precarious parts traversed by the line.

X. *The Madura-Pámban line*.—No proof is needed, the Collector says, of the liability of Rámnad to recurring famines. In 1866-67 the Rámnad and Sivaganga zamindaris were severely affected with famine. One relief-house in Pámban and six relief-houses in Sivaganga were opened. Rs. 997 were spent in Rámnad zamindari on gratuitous relief for eleven months up to June 1867 and 284 people on the average per day were relieved in October 1866. In Sivaganga Rs. 1,886 were spent on gratuitous relief up to 9th November 1866 and the total number so relieved up to 5th October 1866 was 47,908. During the famine of 1876-78, Rs. 8,894 were spent on relief-works and Rs. 69,184 on gratuitous relief in Rámnad and Rs. 1,08,862 on gratuitous relief in Sivaganga. The average daily number relieved by employment on works was 1,471 in Rámnad and 392 in Sivaganga, and the number relieved gratuitously was 3,588 in Rámnad and 3,686 in Sivaganga.

XI. *The Koilpatti-Paramagudi-Dévakóta-Adirámpatnam (Májavaram-Muttupett railway extension).*—The Ottappidáram taluk suffered severely in the famine of 1876-78. This line would afford great facilities for the distribution of grain in the taluk. The Collector of Madura proposes that this line, after meeting the Madura-Pámban line at Paramagudi, should be taken through Terruvumpet to Dévakóta, where it is to intersect the Pudukkóttai-Tondi line, and is to be continued thence to Ávadaiyárkoil and Adirámpatnam and Muttupet. The Collector of Madura considers this line as of greater protective value than the Madura-Pámban line.

XII. *The Trichinopoly-Pudukkóttai-Tondi line.*—The Dewan of Pudukkóttai says in his memorandum regarding this line that in the tract to be traversed by it, the roads to and from the railway stations and coast towns are sandy, rugged and unsafe and that the transport of the necessities of life is consequently very much retarded in times of scarcity.

XIII. *The Pondugál-Narasaraopet-Chírála line.*—This is the section within British territory, of a branch line which H. H. the Nizam's Government proposes to run from the Hyderabad-Manmad Railway to meet the Southern Mahratta Railway. The line may be extended to Chírála on the Madras-Bezwada Railway. The question is whether the place of junction with the Southern Mahratta Railway should be Narasaraopet or Nandyal. The advantages of the former over the latter as the point of junction are (1) that the Hyderabad-Narasaraopet route offers greater engineering facilities, especially as regards the bridging of the Kistna, which is narrow, with a rocky bed, at Pondugál, where the line enters the British territory; (2) that the said route would protect, in British territory, a large area in Palnád, Sattenapalle and Narasaraopet taluks, which are more precarious than Nandikotkúr and Nandyál taluks, through which the line would pass if the junction were at Nandyál, and (3) that the Hyderabad-Narasaraopet line is essential to the success of certain irrigation projects, whereby 14,700 acres are expected to be brought under irrigation, and (4) that the region within the Hyderabad territory traversed by the line running to Narasaraopet is more productive than the corresponding region traversed by the line running to Nandyal. The Collector suggests that the line be extended to Chírála on the East Coast Railway. In that case a large area in Narasaraopet taluk and a small area in Ongole taluk will also be protected. The distance from Madras to Hyderabad will be diminished by 164 miles.

XIV. *The Tinnevelly-Nagerkoil line.*—The Náangunéri taluk is liable to drought, frequently necessitating the grant of large remissions of land revenue, and contains large areas of very inferior dry land. The proposed line would be of great value for distributing supplies of grain within the taluk. The taluk has been getting its food supply from the port of Kulasekarapatnam with great difficulty, by means of pack bullocks, across the intervening sandy tracts. A part of the Tenkarai taluk through which the line would pass is fairly irrigated, and would contribute to Náangunéri the supply she needs in times of scarcity. Nagerkoil, the terminus of the proposed line, is a place of great commercial importance. It would be advantageous to extend the line to Trivandrum which is, however, not quite necessary from a purely protective standpoint.

XV. *The Vizianagram-Raipur Railway.*—The first section of the line, about 35 miles in length, from Vizianagram to Sálúru, close by the foot of the Pottangi ghaut, will doubtless be of great protective value; for, in the event of a famine in Vizagapatam, Ganjám or Orissa, it will help to throw on the market the large supplies, always available in the Agency tracts. For 70 miles beyond Sálúru, the line would run across the main chain of the ghauts and the Koraput plateau—a country from which no large amount of assistance could be obtained in the event of a scarcity. The line would then enter, however, a magnificent rice country, with unfailing rainfall, heavy enough to ensure good crops in the worst season without the aid of artificial irrigation. The tract appears to extend far into the Central Provinces. The rice-producing area in the tract is estimated by the Collector of Vizagapatam at about 80,000 acres. The area might be doubled if a demand arose for the produce. In 1891 when the Vizagapatam district experienced the greatest failure of the monsoon and loss of crop since 1835, the Agency tracts poured down 50,000 cart-loads of foodstuff during

the critical months, so that an unprecedented loss of crops was got over without severe distress. This source of supply is, however, liable to great drawbacks, viz., the excessive cost of cartage and the want of food for draught cattle between the Jeypore plateau and the East Coast. This was very keenly felt in 1891-92. A railway from Vizianagram to Sálúru, the Collector says, would reduce the cost of cartage and the fodder difficulty by one-half.

XVI. *The Bezwada-Masulipatam Railway.*

XVII. *The Tinnevelly-Quilon Railway.*

Though the tracts of country through which these two lines would pass are entirely free from any risk of famine, they are very productive, and would, by being connected by the proposed lines with tracts liable to failure of crops, render those lines very valuable from a protective point of view. The financial prospects of the lines are also good.

5. Besides the above, the undermentioned lines, which are not so necessary as the above in the near future, are also proposed and numbered in continuation of the abovementioned lines:—

XVIII. *A line branching at Chinna Salem from the Salem-Porto Novo line to Tirukkóvilúr.*

XIX. *A line from Panruti to Kachirayapalayam.*

These two lines will protect the backward parts of Vriddhachalam, Kallakurchi and Tirukkóvilúr taluks.

XX. *A feeder line from Tindivanam to Tiruvannámalai and thence via Uttan-garai taluk to Sámalpatni.*—The Collector of South Arcot says that the Tindivanam-Tiruvannámalai line will serve about 250 villages in the western half of Tindivanam taluk, which are dry and hilly and whose tanks are all rainfed. This part of the country measures 50 miles north to south.

6. *The Erode-Nanjangodu line and the Erode-Méttupálaiyam line,* which have been proposed, are of little protective value, the former line passing through scantily peopled parts and the latter, through parts which, being within 25 miles of the Madras Railway, are to be considered as already protected.

(True Copies and Extract.)

(Signed) B. V. SRINIVASIAH,
Secretary.

To the Secretary to Government, Revenue Department, with two copies of a map.
Copy to all Collectors, except Malabar, South Canara, Nilgiris and Madras.

APPENDIX I.

The history of previous famines in the districts which would be traversed by the proposed protective railways.

1. *Bellary—Groups of Taluks Nos. 1 and 2* (vide column 4 of the statement subjoined to paragraph 2 *supra*). The earliest famine recorded in the old district of this name, which included the present Anantapur district, was that of 1792-93; and since the commencement of the present century there have been famines in 1803, 1824, 1833, 1853-54, 1866 and 1876-78, in 1891-92 and in 1896-97. The district suffered severely during the famines of 1824 and 1833. The famine of 1854 was also very severe; for about nine months, more than 50,000 people, including those that flocked in from the Nizam's territory, obtained relief by employment on works. In the famine of 1866-67, 10,422 persons were employed on works and 13,110 were relieved gratuitously on the average per month, the maximum reached in any one month being 3.2 per cent. of the population. In the famine of 1876-78, the average number of persons relieved in the taluks now forming the Bellary district during 23 months from December 1876 to September 1878 was 147,653, of whom 99,521 were employed on works and 48,132 relieved during 11 months.

In the famine of 1876-78 the average number of persons relieved during 22 months from Decr. 76 to Sept. 78, was 140,025 of whom 32,956 were gratuitously relieved and 107,069 were employed on works. The average number relieved at any one month was 14,619 or 31.24 per cent. of the pop. in 1871. The maximum number relieved in any one month was (in Aug. 1877) 299,884 or 31.24 per cent. of the pop.

10 BOARD OF REVENUE (REV. SETT., L. RDS. AND AGRI.), 25TH MAY 1897, No. 397.

gratuitously. The maximum number relieved in any one month was in August 1877, when 50.99 per cent. of the population in 1871 were in receipt of relief. In the famine of 1891-92 distress was not severely felt in the area comprised in group No. 1; a trial work which was opened in the Hadagalli taluk having attracted only a very small number of coolies.

In the area comprising the present Anantapur district during the famine of 1876-78, an average number of 59,140 persons were relieved during 22 months with a maximum in July 1877 amounting to 22.7 per cent. of the population as reckoned in 1871. In the area comprised in group No. 2, the distress of 1891-92 did not affect the Madakasira taluk to any serious extent; in the Bellary taluk, relief had to be provided for ten months ending September 1892; in Rayadurg for five months ending April 1892, and in Dharmavaram for eight months ending July 1892. In the first mentioned taluk an average number of 45,437 people were employed on works and 17 relieved gratuitously; in the 2nd and 3rd taluks 218 and 2,377 persons respectively were, on the average, employed on works, whilst in the last named taluk 228 persons were on the average relieved at kitchens.

2. Kurnool and Cuddapah—Groups Nos. 3, 4 and 5 (Kurnool—Group No. 3).—Since the beginning of the century, the Kurnool district has suffered nine times from famine, viz., in the years 1804, 1810, 1824, 1833, 1853-54, 1866, 1876-78, 1891-92 and in 1896-97. The district suffered severely from the famine of 1833 and to some extent from that of 1854, but no figures are available as to the numbers of people relieved on these occasions. In 1892 the average number of persons relieved on works in the Ramallakot taluk for eight months ending July 1892, was 7,292, while in the Nandikotkur taluk, where relief-works were commenced a month later, it was 2,408.

The latter remarks relate to group No. 3 whilst in group No. 4 in the Cumbum taluk, the famine of 1891-92 was very severely felt. There, the average number of persons relieved by employment on works for the eleven months ending September 1892 was 64,300, while on the average 2,415 persons were gratuitously relieved at kitchens during ten months. Between the years 1800 and 1802 considerable distress prevailed in the Cuddapah district where there were also famines in the years 1823-24, 1833 and 1876-78. In the famine of the years last mentioned the district including the taluks of Badvel and Siddhout suffered most acutely. The famine of 1891-92 was also severe. During the famine of 1876-78, 57,760 persons were, on the average, employed on works for 22 months ending September 1878 and 30,173 men, on the average, relieved gratuitously, the maximum relieved in one month, i.e., in September 1877, being nearly 22 per cent. of the population in 1871. But information in detail of taluks is not available. Badvel is one of the taluks most seriously affected by the famine of 1891-92. In this taluk an average number of 41,283 persons was employed on works for eight months ending August 1892 while 74 persons were gratuitously relieved at kitchens for six months ending the same period. In the Siddhout taluk 2,200 persons were, on the average, employed on works for the first seven months of 1892.

3. Group No. 5.—In the famine of 1876-78, the southern section of the Cuddapah district including the taluks of this group suffered most. In the famine of 1891 and 1892, relief operations were conducted in five out of the eight taluks of this group. Though the Kurnool-Cuddapah canal passes through the taluks of Jammalamadugu, Koilkuntla and Nandyal, it affords but slight protection, as the soil is to a great extent unfit for irrigation. Koilkuntla taluk suffered severely during the famines of 1876-78 and 1891-92.

4. Salem—Group No. 6.—In the Salem district there was famine during the years 1833 and 1866-67, 1876-78 and in 1891-92. In the famine of 1866-67, 420 people were employed for nine months on works and 3,345 relieved gratuitously. During the famine of 1876-78, an average number of 37,375 persons were, for 22 months, employed on works and 59,634 relieved gratuitously, but details for taluks are not available. During the distress of 1891-92, however, no relief was given in the Attur taluk, but in the Salem taluk, an average number of 4,840 persons were employed for two months on works while 892 people were relieved gratuitously at kitchens.

5. Salem and South Arcot—Groups Nos. 7, 8, 18, 19 and 20.—The South Arcot district is liable to floods and drought. In 1806-7, Government imported grain on a large scale, opened relief-works and remitted a large amount of revenue. There was distress in 1823-25, and in 1833-34 18,000 persons were employed on Government relief-works and large remissions were granted. In 1866 relief-works were again opened, and nearly 2,064 people had to be relieved for seven months. In 1877, the severest famine from which the district has ever suffered occurred, and on the average 1,015 persons were employed on works and 21,356 relieved gratuitously for twenty months ending September 1878. Information in detail of taluks is not available.

6. Coimbatore—Group No. 9.—Since the beginning of the century, not less than two-thirds of the seasons have been unfavourable and many almost calamitous. In 1804-5 and 1806-7 the season was unpropitious. In 1810-11 there was scarcity, desolation and disease. In 1833 there was famine. The year 1836-37 closed a series of twelve bad seasons, continuous but for 1835-36; while 1857 closed likewise a series of five very dry and unfavourable years. In 1861 and 1866, there was again a partial famine. The average number of people relieved during eight months from August 1866 to March 1867 was 1,802 or 0.3 per cent. of the population, of whom 575 were employed on works and 1,227 were relieved gratuitously. The maximum

BOARD OF REVENUE (REV. SETT., L. RDS. AND AGRI.), 25TH MAY 1897, No. 397. 11

number relieved during any month was 3,146 and that was in November 1866. During the great famine of 1876-78 the average number relieved during 22 months from December 1876 to September 1878 was 59,053 or 3.35 per cent. of the population in 1871. Of this number 24,903 were employed on works and 34,150 relieved gratuitously. The maximum number relieved during any one month was 234,081 or 13.28 per cent. of the population in September 1877. During the distress of 1891, an average of 2,677 persons received relief on works during ten months from March to December, while at relief kitchens, which were opened for only four months, but continued for another month up to January 1892, the average number relieved during the five months amounted to 517. In 1892 relief-works were again opened and the average number employed from April to July was 542. The maximum number relieved in any one month was 7,377 or 0.18 per cent. of the population in September 1891.

7. Tanjore—Group No. 11.—The Tanjore district is for the most part secure from famine, but in the non-deltaic taluk of Pattukkottai, only a small portion of the crop is protected in seasons of drought. As regards the history of famines, prior to that of 1866, the information available is meagre. In that famine, the distress was considerable in those parts where dry cultivation was carried on; and 3,141 persons on the average were relieved gratuitously during seven months ending January 1867. In the famine of 1876-78, 1,726 people were, on the average, employed on works and 11,676 were relieved gratuitously. In the early portion of 1892, considerable anxiety was felt regarding the condition of the Pattukkottai taluk in which as well as in the adjoining parts of the Madura district, there had been widespread loss of crop. The people however found employment in the Delta. Very little information is on record regarding the Pudukkottai State and the large zamindari area which occupies the north-eastern part of the Madura district, but the condition of the whole of this tract during 1892 was such as to give rise to great anxiety.

8. Madura—Groups Nos. 9, 10, 11 and 12.—Madura does not, so far as information is available, appear to have suffered seriously in any famine previous to 1865. In that year, the Melūr taluk was one of the taluks that suffered most. The average number of people who were employed on works in the whole district for eleven months was 1,378, while 2,912 were relieved gratuitously. The famine of 1876-78 was not so severe in the district as in several other parts of the Presidency, though in the whole district, 7,884 persons were relieved on works for nineteen months and 19,714 received gratuitous relief during the same period. It will be seen from the map in appendix B to the review of the Madras famine of 1876-78, that the tracts which will be traversed by the Koilpatti-Muttupet Railway were among the most affected areas in the southern districts.

9. Tinnevely—Groups Nos. 14 and 17.—There is no record to show that the district ever suffered from famine though during a portion of the years 1876-78 a small number of people were on relief and in the early months of 1891 there was some distress and a few works were started to afford relief to the labouring poor.

10. Vizagapatam—Group No. 15.—This district suffered from a serious famine between November 1790 and November 1792. In April 1791 it was reported that 1,200 persons had died from starvation in the neighbourhood of Vizagapatam. During this period import and transit duties on grain and provisions were suspended and grain was distributed by Government. In 1824 distress was so great and prices so high that people were selling their infant children. A relief depot was accordingly sanctioned, though never opened owing to an improvement in the season. The great "Guntūr" famine of 1833 scarcely affected this district although the Orissa famine of 1865-66 did to some extent. In 1876-78, considerable distress was felt from high prices; but this was overshadowed by the more intense distress of the southern districts. The average number of persons relieved during six months from October 1877 to January 1878 and again in August and September 1878 was only 1,847. Of these 1,552 were employed on works and 295 were relieved gratuitously. In 1889, the year of the last Ganjam famine, the district escaped, chiefly owing to the proximity of the Gōdāvari district where there is always a large demand for labour in the hot weather.

11. Kistna—Groups Nos. 13 and 16.—Of the districts that suffered from serious dearth between November 1790 and November 1792, Kistna was one where deaths from starvation were most numerous. In 1823-24 the district again suffered severely and public employment was provided for the relief of the distressed. In 1832-34 the "Guntūr" famine occurred, which covered the country with human bones from Ongole to Masulipatam and reduced the area of cultivation to the lowest limit. A large expenditure was incurred on works and relief depôts were also opened. This famine led to the construction of the Kistna anikat which has brought a large portion of four taluks under irrigation. Since then, the district has for the most part escaped from famine, but in 1876-78, it suffered from the great famine, when the average number of persons relieved during 22 months from December 1876 to September 1878 was 4,852 or 0.3 per cent. of the population in 1871. Of these 2,044 were relieved gratuitously and 2,808 were employed on works. The maximum number relieved in any one month was 25,095 in September 1877. In 1892 some anxiety was felt regarding the upland portion of the district on the south-western frontier adjoining Kurnool and Nellore. Palnad and parts of the adjoining taluks suffered, but not to the extent of necessitating relief operations.

APPENDIX II.
STATEMENT showing the expenditure on account of relief during past famines and the average number of people relieved during the famine of 1891 and 1892 in taluks traversed by protective lines of railway.

Number and designation of protective railway.	Tract traversed.		Expenditure during the famine of 1876-78.						Expenditure during the famine of 1891-92.						Number relieved in the famine of 1891-92.			
	District.	Taluk.	On relief works.		Gratuitous relief.		Total.	Incidence per head of the population in 1871.	On relief works.		Gratuitous relief.		Total.	Incidence per head of the population in 1891.	On relief works.		Gratuitous relief.	
			Amount.	Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.			Amount.	Incidence per head of the population in 1891.	Amount.	Incidence per head of the population in 1891.			Duration of the operations.	Average monthly number.	Duration of the operations.	Average monthly number.
1																		
I. Hoopet-Har.	Bally.	Hoopet	Rs. 6,00,831	6 7 11	Rs. 1,28,662	1 6 0	Rs. 7,35,493	7 13 11	Rs. 1,28,662	1 6 0	Rs. 1,28,662	1 6 0	Rs. 7,35,493	7 13 11	Rs. 1,28,662	1 6 0	Rs. 1,28,662	1 6 0
		Kodigai	4,14,226	4 7 11	2,32,357	2 7 10	6,46,583	6 14 11	2,32,357	2 7 10	2,32,357	2 7 10	6,46,583	6 14 11	2,32,357	2 7 10	2,32,357	2 7 10
		Hadagalli	5,24,521	5 13 9	1,55,659	1 11 10	6,80,220	7 9 9	1,55,659	1 11 10	1,55,659	1 11 10	6,80,220	7 9 9	1,55,659	1 11 10	1,55,659	1 11 10
		Harpanahalli	2,82,304	3 4 8	2,16,152	2 8 4	4,98,456	5 13 0	2,16,152	2 8 4	2,16,152	2 8 4	4,98,456	5 13 0	2,16,152	2 8 4	2,16,152	2 8 4
		Total	18,27,882	6 0 10	7,32,880	2 0 5	25,60,762	7 1 8	7,32,880	2 0 5	7,32,880	2 0 5	25,60,762	7 1 8	7,32,880	2 0 5	7,32,880	2 0 5
II. Bally.	Bally and Anantapur.	Bally	16,38,586	8 15 10	3,13,681	1 11 7	19,52,267	10 11 5	3,13,681	1 11 7	3,13,681	1 11 7	19,52,267	10 11 5	3,13,681	1 11 7	3,13,681	1 11 7
		Rayadurg	6,45,963	6 4 3	1,77,772	2 0 5	8,23,735	8 4 8	1,77,772	2 0 5	1,77,772	2 0 5	8,23,735	8 4 8	1,77,772	2 0 5	1,77,772	2 0 5
		Dharmavaram	8,84,610	3 3 0	1,74,295	1 7 1	10,58,905	4 10 2	1,74,295	1 7 1	1,74,295	1 7 1	10,58,905	4 10 2	1,74,295	1 7 1	1,74,295	1 7 1
		Madakasira	3,46,080	4 6 6	1,43,057	1 12 9	4,89,137	6 2 3	1,43,057	1 12 9	1,43,057	1 12 9	4,89,137	6 2 3	1,43,057	1 12 9	1,43,057	1 12 9
		Total	29,18,239	6 3 4	8,08,805	1 11 6	37,27,044	7 14 10	8,08,805	1 11 6	8,08,805	1 11 6	37,27,044	7 14 10	8,08,805	1 11 6	8,08,805	1 11 6
III. Dhone-Kurnool.	Kurnool	Ramalakot	17,05,402	11 10 8	2,16,532	1 7 8	19,21,934	13 2 4	2,16,532	1 7 8	2,16,532	1 7 8	19,21,934	13 2 4	2,16,532	1 7 8	2,16,532	1 7 8
		Nandikotkur	6,65,550	6 8 7	1,74,534	1 11 5	8,40,084	8 4 0	1,74,534	1 11 5	1,74,534	1 11 5	8,40,084	8 4 0	1,74,534	1 11 5	1,74,534	1 11 5
		Total	23,71,252	9 8 11	3,91,166	1 9 3	27,62,408	11 2 2	3,91,166	1 9 3	3,91,166	1 9 3	27,62,408	11 2 2	3,91,166	1 9 3	3,91,166	1 9 3
		Cumbum	13,66,432	11 1 8	3,19,044	2 9 4	16,85,476	13 11 2	3,19,044	2 9 4	3,19,044	2 9 4	16,85,476	13 11 2	3,19,044	2 9 4	3,19,044	2 9 4
		Sidhant	1,17,238	1 8 5	17,295	0 3 7	1,34,533	1 12 0	17,295	0 3 7	17,295	0 3 7	1,34,533	1 12 0	17,295	0 3 7	17,295	0 3 7
IV. Giddalur-Vantimitta.	Kurnool and Cuddapah.	Wajal	3,98,687	4 4 1	1,69,346	1 13 1	5,68,033	6 1 7	1,69,346	1 13 1	1,69,346	1 13 1	5,68,033	6 1 7	1,69,346	1 13 1	1,69,346	1 13 1
		Total	18,82,357	6 6 10	5,05,685	1 11 7	23,88,042	8 2 5	5,05,685	1 11 7	5,05,685	1 11 7	23,88,042	8 2 5	5,05,685	1 11 7	5,05,685	1 11 7
		Pulivendla	4,46,845	4 0 8	1,78,931	1 9 11	6,25,776	5 10 7	1,78,931	1 9 11	1,78,931	1 9 11	6,25,776	5 10 7	1,78,931	1 9 11	1,78,931	1 9 11
		Kayachoti	3,72,215	2 14 6	2,03,573	1 9 6	5,75,788	4 12 9	2,03,573	1 9 6	2,03,573	1 9 6	5,75,788	4 12 9	2,03,573	1 9 6	2,03,573	1 9 6
		Cuddapah	6,20,053	4 4 1	2,24,676	0 8 7	8,44,729	5 13 9	2,24,676	0 8 7	2,24,676	0 8 7	8,44,729	5 13 9	2,24,676	0 8 7	2,24,676	0 8 7
V. Katikiri-Yerraguntla-Nandyal.	Kurnool and Cuddapah.	Cuddapah	3,57,858	2 3 1	87,730	0 8 7	4,45,588	2 11 8	87,730	0 8 7	87,730	0 8 7	4,45,588	2 11 8	87,730	0 8 7	87,730	0 8 7
		Total	17,96,471	3 4 6	6,94,915	1 4 4	24,91,386	4 9 9	6,94,915	1 4 4	6,94,915	1 4 4	24,91,386	4 9 9	6,94,915	1 4 4	6,94,915	1 4 4

* Information regarding expenditure incurred in these taluks during the famine of 1891-92 will be furnished as soon as it is received from the Collectors concerned.

Statement showing the expenditure on account of relief during past famines and the average number of people relieved during the famine of 1891 and 1892, &c.—cont.

Number and designation of protective railway.	Tract traversed.		Expenditure during the famine of 1876-78.						Expenditure during the famine of 1891-92.						Number relieved in the famine of 1891-92.			
	District.	Taluk.	On relief works.		Gratuitous relief.		Total.	Incidence per head of the population in 1871.	On relief works.		Gratuitous relief.		Total.	Incidence per head of the population in 1891.	On relief works.		Gratuitous relief.	
			Amount.	Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.			Amount.	Incidence per head of the population in 1891.	Amount.	Incidence per head of the population in 1891.			Duration of the operations.	Average monthly number.	Duration of the operations.	Average monthly number.
VI. Kalikiri-Yerraguntla-Nandyal-cont.	Kurnool and Cuddapah.	Nandyal	Rs. 10,93,534	10 3 0	1,72,171	1 9 7	12,65,705	11 12 7	1,72,171	1 9 7	1,72,171	1 9 7	12,65,705	11 12 7	1,72,171	1 9 7	1,72,171	1 9 7
		Koilkunda	9,59,456	9 11 3	84,985	0 13 9	10,44,441	10 9 0	84,985	0 13 9	84,985	0 13 9	10,44,441	10 9 0	84,985	0 13 9	84,985	0 13 9
		Jammalamadugu	4,75,798	4 5 2	1,27,884	1 2 7	6,03,682	5 7 9	1,27,884	1 2 7	1,27,884	1 2 7	6,03,682	5 7 9	1,27,884	1 2 7	1,27,884	1 2 7
		Proddatur	1,88,447	1 13 4	69,552	0 10 10	2,58,029	2 8 2	69,552	0 10 10	69,552	0 10 10	2,58,029	2 8 2	69,552	0 10 10	69,552	0 10 10
		Total	27,17,233	6 7 9	4,54,422	1 1 4	31,71,655	7 9 1	4,54,422	1 1 4	4,54,422	1 1 4	31,71,655	7 9 1	4,54,422	1 1 4	4,54,422	1 1 4
VII. Morappur-Hosur-Bangalore.	Salem	Hosur	3,12,379	1 9 4	3,13,685	1 10 0	6,26,064	3 3 11	3,12,379	1 9 4	3,12,379	1 9 4	6,26,064	3 3 11	3,12,379	1 9 4	3,12,379	1 9 4
		Krishnagiri	3,09,164	1 13 1	3,24,188	1 14 6	6,33,352	3 11 7	3,09,164	1 13 1	3,09,164	1 13 1	6,33,352	3 11 7	3,09,164	1 13 1	3,09,164	1 13 1
		Dharmapuri	4,16,005	2 2 11	7,16,730	3 12 1	11,31,735	6 15 0	4,16,005	2 2 11	4,16,005	2 2 11	11,31,735	6 15 0	4,16,005	2 2 11	4,16,005	2 2 11
		Total	10,37,548	1 14 0	13,53,613	2 7 1	23,91,161	4 6 1	10,37,548	1 14 0	10,37,548	1 14 0	23,91,161	4 6 1	10,37,548	1 14 0	10,37,548	1 14 0
VIII. Salem-Namakkal-Karur.	Salem	Chidambaram	1,213	0 0 1	21,931	0 1 6	23,144	0 1 6	1,213	0 0 1	21,931	0 1 6	23,144	0 1 6	1,213	0 0 1	21,931	0 1 6
		Vrudhaachalam	1,731	0 0 2	1,03,705	0 9 4	1,05,436	0 9 6	1,731	0 0 2	1,03,705	0 9 4	1,05,436	0 9 6	1,731	0 0 2	1,03,705	0 9 4
		Kallakurichi	1,72,386	1 0 8	1,19,903	0 9 2	1,19,903	0 9 2	1,72,386	1 0 8	1,19,903	0 9 2	1,19,903	0 9 2	1,72,386	1 0 8	1,19,903	0 9 2
		Atur	3,69,245	0 14 7	5,60,971	1 6 9	9,20,216	2 5 4	3,69,245	0 14 7	5,60,971	1 6 9	9,20,216	2 5 4	3,69,245	0 14 7	5,60,971	1 6 9
		Total	5,34,575	0 7 4	9,84,922	0 13 5	15,19,497	1 4 9	5,34,575	0 7 4	5,34,575	0 13 5	15,19,497	1 4 9	5,34,575	0 7 4	5,34,575	0 13 5
IX. Salem-Namakkal-Karur.	Salem	Salem	3,69,245	0 14 7	5,60,971	1 6 9	9,20,216	2 5 4	3,69,245	0 14 7	5,60,971	1 6 9	9,20,216	2 5 4	3,69,245	0 14 7	5,60,971	1 6 9
		Namakkal	2,08,241	0 12 8	3,68,775	1 0 7	4,77,016	1 13 4	2,08,241	0 12 8	3,68,775	1 0 7	4,77,016	1 13 4	2,08,241	0 12 8	3,68,775	1 0 7
		Tiruchengodu	2,44,855	0 15 8	3,35,515	1 5 6	5,80,371	2 5 8	2,44,855	0 15 8	3,35,515	1 5 6	5,80,371	2 5 8	2,44,855	0 15 8	3,35,515	1 5 6
		Total	8,12,342	0 14 4	11,65,261	1 4 7	19,77,603	2 3 11	8,12,342	0 14 4	11,65,261	1 4 7	19,77,603	2 3 11	8,12,342	0 14 4	11,65,261	1 4 7

* Information regarding expenditure incurred in these taluks during the famine of 1891-92 will be furnished as soon as it is received from the Collectors concerned.

Statement showing the expenditure on account of relief during past famines and the average number of people relieved during the famine of 1891 and 1892, &c.—*cont.*

Number and designation of protective railway.	Tract traversed.		Expenditure during the famine of 1876-78.						Expenditure during the famine of 1891-92.						Number relieved in the famine of 1891-92.									
	District.	Taluk.	On relief works.			Gratuitous relief.			Total.	On relief works.			Gratuitous relief.			Total.	On relief works.			Gratuitous relief.				
			Amount.	Incidence per head of the population in 1871.	Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.	Amount.		Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.	Amount.		Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.	Duration of the operations.	Average monthly number.	Per mille of the population in 1891.	Duration of the operations.	Average monthly number.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
IX. Podanur-Dindigul.	{ Cochinatore and Madura.	{ Cochinatore Pollachi Udampet Dharapuram Palai Dindigul Total	3,45,831	1 6 8	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.			
			67,882	0 6 6	1,37,595	0 9 0	4,83,428	1 15 8	2,154	0 0 12	9,947	0 1 1	648	0 0 1	10,893	0 1 2	10	312	1 0	2,154	0 0 12	10	312	1 0
			2,03,593	1 10 4	77,475	3 5 10	1,46,127	0 13 11	9,947	0 1 1	648	0 0 1	1,648	0 0 1	10,893	0 1 2	10	437	2 3	10,893	0 1 2	10	437	2 3
			1,32,747	0 9 9	4,16,465	3 5 10	6,20,057	6 0 2	11,618	0 1 5	2,200	0 0 3	2,200	0 0 3	13,818	0 1 8	5	577	4 0	13,818	0 1 8	5	577	4 0
X. Madura-Pamban.	{ Madura ..	{ Madura .. Ramanad Sivaganga. Total	2,04,078	1 1 8	1,83,771	0 15 10	3,87,849	2 1 6	2,24,159	1 0 6	19,986	0 1 3	2,060	0 0 1	22,046	0 1 4	6	1,264	5 0	22,046	0 1 4	6	1,264	5 0
			84,746	0 4 2	1,39,969	0 6 11	2,24,715	0 11 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			10,38,646	0 13 2	10,47,687	0 13 3	20,86,333	1 10 6	43,705	0 0 10	4,906	0 0 1	4,906	0 0 1	48,611	0 0 11	..	..	..	..	..	..	..	..
			51,320	0 8 6	72,255	0 4 11	1,23,575	0 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
XI. Kolliputti-Adiampattanam.	{ Tanjore, Madura and Tutunvely.	{ Tanjore Pudukkottai Sivaganga Ottappuram Total	11,494	0 0 2	1,78,046	0 3 3	1,89,540	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			62,814	0 0 10	2,50,301	0 3 4	3,13,115	0 4 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			2,595	0 0 1	1,08,862	0 4 0	1,11,457	0 4 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
XII. Trichinopoly-Pudukkottai-Tondur.	{ Trichinopoly and Madura.	{ Trichinopoly Pudukkottai Ramanad Total	5,001	0 0 3	79,000	0 4 3	84,001	0 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			7,596	0 0 2	1,92,006	0 3 4	2,00,502	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			33,949	0 1 9	63,966	0 3 4	97,915	0 5 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			8,899	0 0 3	69,184	0 2 2	78,083	0 2 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
XIII. Pondugal-Narsaropet.	{ Kistna ..	{ Sattenapalle Narsaropet Palnad Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Statement showing the expenditure on account of relief during past famines and the average number of people relieved during the famine of 1891 and 1892, &c.—*cont.*

[illegible]

Statement showing the expenditure on account of relief during past famines and the average number of people relieved during the famine of 1891 and 1892, &c.—cont.

Number and designation of protective railway.	Tract traversed.	Expenditure during the famine of 1876-78.					Expenditure during the famine of 1891.					Number relieved in the famine of 1891-92.				
		On relief works.		Gratuitous relief.		Total.	On relief works.		Gratuitous relief.		Total.	On relief works.		Gratuitous relief.		
		Amount.	Incidence per head of the population in 1871.	Amount.	Incidence per head of the population in 1871.	Amount.	Amount.	Incidence per head of the population in 1891.	Amount.	Incidence per head of the population in 1891.	Amount.	Duration of the operations.	Average monthly number.	Per mille of the population.	Duration of the operations.	Average monthly number.
XIX. Tanjore-Kachiraya-Palayam.	South Arcot.	Rs. 1,071	0 0 1	Rs. 67,496	0 3 2	Rs. 68,567	0 3 2	Rs. 68,567	0 3 2	Rs. 68,567	0 3 2	19	11	18	19	11
		12,130	0 0 10	1,56,468	0 11 7	1,68,598	0 11 7	1,68,598	0 11 7	1,68,598	0 11 7	17	11	18	17	11
		..	..	1,19,903	0 9 9	1,19,903	0 9 9	1,19,903	0 9 9	1,19,903	0 9 9	..	..	..	..	..
XX. Tindivanam-Tiruvannamalai-Samalpetti.	South Arcot.	13,201	0 0 4	3,33,867	0 7 8	3,47,068	0 7 8	3,47,068	0 7 8	3,47,068	0 7 8	16	11	18	16	11
		2,468	0 0 2	76,442	0 5 1	78,910	0 5 1	78,910	0 5 1	78,910	0 5 1	15	11	18	15	11
		7,372	0 0 9	2,74,003	1 10 7	2,81,375	1 10 7	2,81,375	1 10 7	2,81,375	1 10 7	14	11	18	14	11
		8,10,021	2 0 2	4,15,649	2 11 2	7,25,670	4 11 4	7,25,670	4 11 4	7,25,670	4 11 4	13	11	18	13	11
		3,19,856	0 9 2	7,66,094	1 6 0	10,85,950	1 15 2	10,85,950	1 15 2	10,85,950	1 15 2	12	11	18	12	11

APPENDIX III.
STATEMENT showing the population, arable, cultivated and protected areas and rainfall in the several tracts.

Number and designation of the protective railway concerned.	District.	Taluk.	Population in 1891.			Population—loss or gain per cent. between			Percentage of area.					Area protected in ordinary seasons under					Rainfall in inches.			
			Per square mile.		Per 1,000 acres.	1871 and 1881.	1881 and 1891.	1871 and 1891.	Arable of total.	Occupied of arable.	Cultivated of occupied.	Cultivated of total.	Minor tanks and wells and doreys.	Large works.	Total.	Percentage of area cultivated.	Average.	Maximum.	Minimum.			
			Rural.	Total.	Arable.																	
																				4	5	6
I. Hospet-Harihar.	Bellary	Hospet .. Kadligi .. Hadagalli .. Haripahalli ..	..	..	171	379	912	—80	+82	—15	82	48	48	33	7,500	1,600	3,600	17,400	6.2	26.38	47.90	48.32
II. Bellary-Rayadurg-Holalkeri.	Bellary and Anantapur.	Bellary .. Rayadurg .. Dharmaram .. Madakur ..	..	..	109	251	620	—45	+23.6	+18.0	80	68	88	41	11,200	5,000	..	16,200	8.4	19.06	30.55	8.10
III. Dhone-Kurnool.	Kurnool	Ramalakota .. Nandikotkur ..	..	..	67	236	356	—28.6	+21.8	—13.1	43	76	89	29	5,000	700	38,100	4,47,000	18.7	28.75	58.57	7.50
IV. Giddalur-Vanthimitta.	Kurnool and Cuddapah.	Cumbum .. Siddhant .. Badvel ..	..	..	111	528	862	—10.7	+7.1	—4.4	33	74	87	21	7,500	2,500	6,300	1,53,000	11.3	24.97	34.37	7.20
V. Kalikeri-Yerraguntla-Nandyal.	Cuddapah and Kurnool.	Vayalpad .. Rayachoti .. Pulivendla .. Cuddapah .. Jammalamadugu .. Koilkuntla .. Nandyal .. Proddatur ..	..	..	163	558	1,044	—28.3	+21.6	—12.7	43	67	83	24	31,300	3,000	..	34,300	28.6	27.97	47.60	9.31
VI. Morappur-Hosur and Bangalore.	Salem..	Dharmapuri .. Krishnagiri .. Hosur ..	..	..	190	616	953	—28.7	+31.1	—6.6	47	72	93	32	11,500	2,000	..	13,800	9.6	30.48	43.25	8.15
VII. Salem-Porto Novo.	South Arcot and Salem.	Chidambaram .. Vridhachalam .. Kallakurichi .. Salem .. Atur ..	..	..	702	1,388	1,718	+10.9	+6.7	+18.3	79	92	90	65	800	..	102,400	103,200	62.9	52.16	84.45	26.83

Statement showing the population, arable, cultivated and protected areas and rainfall in the several tracts—cont.

Number and designation of the protective railway concerned.	District.	Taluk.	Population in 1891.				Population—loss or gain per cent. between				Percentage of area.				Area protected in ordinary seasons under				Rainfall in inches.									
			Per square mile.		Per 1,000 acres.		1871 and 1891.		1891 and 1891.		Arable of total.		Cultivated of occupied.		Cultivated of total.		Minor tanks and channels.		Large works.		Percentage of area cultivated.		Average.		Maximum.		Minimum.	
			Rural.	Total.	Arable.	Cultivated.	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22							
VIII. Salem— Namakkal— Karur.	Salem..	Salem..	420	906	1,281	836	23.4	17.9	14.9	55	79	86	44	65	44	6,500	7,500	20,300	18.7	27.99	39.15	16.86						
		Namakkal..	300	836	1,039	836	23.4	30.0	—	0.4	81	85	65	65	65	9,000	10,800	24,800	14.1	26.28	37.33	11.25						
		Tiruchengodu..	382	927	1,129	836	23.4	14.7	+ 25.9	—	64	89	61	61	61	13,500	26,400	29,900	15.4	21.73	28.95	14.59						
		Coimbatore ..	269	659	742	836	23.4	6.2	+ 9.6	—	56	99	60	50	50	6,100	14,400	47,500	10.1	30.21	44.56	16.52						
		Pollachi ..	245	675	802	836	23.4	15.7	+ 16.7	—	67	98	60	45	45	8,400	27,300	37,800	24.5	21.19	34.58	13.37						
		Udumalpet ..	298	615	800	836	23.4	27.7	+ 14.6	—	90	99	67	60	60	4,000	46,400	14,900	18.9	19.70	30.02	10.46						
		Dharpuram ..	45	776	1,015	836	23.4	24.2	+ 15.3	—	47.4	58.9	33.6	23	23	15,000	31,500	46,000	44.9	25.11	39.55	9.65						
		Palmi. { Kodukanaal.	326	686	1,403	836	23.4	28.3	+ 20.6	—	77.8	95.5	70.9	63	63	16,300	14,400	30,700	12.0	28.21	45.43	17.41						
		Dindigul ..	349	744	1,145	836	23.4	21.3	+ 12.9	—	65.0	80.1	91.0	47	47	43,800	900	44,700	33.2	33.42	54.04	50.67						
		Madura ..	586	1,753	2,080	836	23.4	18.0	+ 13.6	—	..	..	..	..	..	..	..	..	..	28.74	48.00	21.50						
		Sivaganga ..	246	811	1,057	836	23.4	15.7	+ 17.8	—	63	85	84	46	46	25,200	1,100	29,700	18.9	38.70	52.94	24.00						
		Kannad ..	311	873	1,215	836	23.4	23.5	+ 15.2	—	60	78	91	43	43	33,100	500	33,600	23.7	35.90	51.94	26.29						
		Pattukkottai ..	300	873	1,215	836	23.4	12.2	+ 12.9	—	65	80	91	47	47	43,800	900	44,700	33.2	33.42	54.04	20.67						
		Tanjore, Ma- dura and Tin- nevely.	307	798	1,071	836	23.4	21.3	+ 15.0	—	60	78	91	43	43	33,100	500	33,600	23.7	35.90	51.94	26.29						
		Adirampat- nam.	686	1,753	2,080	836	23.4	26.2	+ 16.0	—	87	95	78	55	55	2,400	6,300	9,800	6.1	23.46	52.81	9.73						
		Ottappuram ..	322	653	768	836	23.4	7.4	+ 17.6	—	72	82	46	46	46	11,600	3,300	99,200	55.0	32.55	42.49	20.25						
		Trichinopoly ..	666	1,613	2,115	836	23.4	25.7	+ 36.3	—	69	94	78	52	52	1,200	..	1,200	0.50	29.61	59.52	11.24						
		Pudukkottai ..	..	..	..	836	23.4	21.4	+ 29.6	—	83	91	78	60	60	2,800	1,000	3,800	1.46	30.20	43.70	13.20						
		Ramanad ..	104	426	576	836	23.4	12.9	+ 17.7	—	53	81	97	42	42	2,100	200	2,300	0.81	29.04	47.00	13.90						
XIII. Pondugal- Narasaraopet.	Kistna ..	Sattenapalle ..	220	438	584	836	23.4	9.9	+ 24.3	—	75	94	62	45	45	7,900	3,000	49,000	32.3	25.01	46.38	11.19						
		Pahad ..	133	379	484	836	23.4	2.0	+ 4.1	—	68	91	55	35	35	32,800	6,100	37,900	26.6	26.73	46.27	12.99						
XIV. Tinnevely- Nagercoil.	Tinnevely ..	Tenkarai ..	531	1,132	1,915	836	23.4	13.2	+ 21.8	—	71	94	60	40	40	..	..	..	..	44.06	78.60	28.15						
		Nanguneri ..	239	566	1,228	836	23.4	6.0	+ 3.5	—	71	94	60	40	40	..	..	..	..	36.17	60.39	24.55						
		Vizianagaram.	634	1,133	1,915	836	23.4	13.2	+ 21.8	—	71	94	60	40	40	..	..	..	..	44.06	78.60	28.15						
		Gajapatinegarum.	356	778	1,071	836	23.4	13.2	+ 21.8	—	71	94	60	40	40	..	..	..	..	36.17	60.39	24.55						
		Saluru ..	423	778	1,071	836	23.4	13.2	+ 21.8	—	71	94	60	40	40	..	..	..	..	44.06	78.60	28.15						

Statement showing the population, arable, cultivated and protected areas and rainfall in the several tracts—cont.

Number and designation of the protective railway concerned.	District.	Taluk.	Population in 1891.				Population—loss or gain per cent. between 1871 and 1891.				Percentage of area.				Area protected in ordinary seasons under <i>works</i>						Rainfall in inches.														
			Per square mile.		Per 1,000 acres.		1871 and 1891.		1891 and 1891.		Arable of total.		Cultivated of arable.		Cultivated of total.		Minor tanks and channels.		Wells and doreyna.		Large works.		Total.		Percentage of area cultivated.		Average.		Maximum.		Minimum.				
			Rural.	Total.	Arable.	Cultivated.	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30						
XVI. Beawada Masulipatam.	Kistna.	Bandar Gudivada Beawada.	215 269 198 249	616 412 884 730	1,909 1,124	6.7 13.9 0.2	+ 13.0 + 19.2 + 28.4	+ 20.6 + 35.8 + 28.1	56 74 67	78 84 87	61 49 74	25 36 44	6,600 1,800 5,000	17,600 124,300 11,600	17,600 124,300 11,600	23,200 124,100 16,500	30.02 81.25 24.70	36.23 67.85 36.03	69.43 21.40 64.86	18.99 22.25	21	22	23	24	25	26	27	28	29	30					
XVII. Tinnevely-Qullon.	Tinnevely.	Tinnevely Ambasamudram Tenkasi.	565 382 414	1,229 1,348 1,034	2,188 2,292 1,365	6.9 1.2 1.1	+ 7.8 + 11.2 + 10.1	+ 0.8 + 12.5 + 26.8	78 91 96	97 66 75	61 55 47	46 22 47	10,700 19,800 21,100	20,000 16,400 2,200	20,000 16,400 2,200	33,200 36,800 23,300	37.6 45.3 33.8	38.00 34.89 38.55	41.61 58.60 62.55	17.43 20.24 22.41	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
XVIII. Chinna Salem-Tirukoyilur.	South Arcot.	Tirukoyilur Kallakuruthi.	452 277	1,128 913	1,492 1,613	4.5 0.2	+ 24.2 + 22.9	+ 18.6 + 23.1	61 61	78 58	92 91	44 32	30,600 27,400	3,400 4,200	3,400 4,200	47,600 31,600	27.1 22.3	39.95 38.50	67.17 53.48	22.60 18.19	20	21	22	23	24	25	26	27	28	29	30				
XIX. Panruti-Kachiraya-Palayam.	South Arcot.	Cuddalore Tirukoyilur Kallakuruthi.	643	753	1,581	1,991	+ 4.8	+ 14.3	+ 19.8	74	83	93	58	19,500	6,800	6,800	40,200	24.4	53.25	102.15	29.57	17	18	19	20	21	22	23	24	25	26	27	28	29	30
XX. Tindivanam-Tiruvannamalai-Samarpatti.	South Arcot and Salem.	Tindivanam Tiruvannamalai Pungurai.	387 203 152	901 739 513	1,424 1,519 872	+ 10.2 - 6.9 - 28.8	+ 19.6 + 32.7 + 26.2	+ 31.8 + 23.5 + 10.2	67 43 44	78 60 66	85 88 89	45 23 26	62,700 27,600 7,100	8,700 6,700 700	8,700 6,700 700	71,400 33,300 7,800	32.5 24.8 6.1	46.50 37.75 32.72	76.90 58.21 50.15	26.31 19.38 16.61	27	28	29	30	31	32	33	34	35	36	37	38	39	40	

APPENDIX IV.
STATEMENT showing the road traffic registered on the routes which lie along the proposed protective railways

Number and designation of the proposed protective railway concerning which the road-traffic figures are given.	Districts.	Registering stations.	Direction of traffic.	Years in which taken up.	Long distance.			Short distance.		
					Goods.		Passen- gers.	Goods.		Animals for sale.
					I. MDS.	Total.		I. MDS.	Total.	
III. Dhone-Kurnool	Kurnool ..	31st mile, Gooty road.	Dhone to Kurnool .. Kurnool to Dhone ..	1896-97	82,647	279,169	29,871	2,490	22,856	..
				"	83,399	261,982	31,423	7,999	38,287	3
IV. Giddalur-Venimadri	Cuddapah ..	Badvel ..	Badvel to Cumbum .. Cumbum to Badvel .. Badvel to Sidhout .. Sidhout to Badvel ..	"	34,110	118,623	14,665	16,410	47,980	..
				"	33,150	157,927	14,988	30,010	88,717	114
VII. Salem-Porto Novo	S. Arcot ..	Shattatope ..	Porto Novo to Salem .. Salem to Porto Novo ..	"	63,040	136,967	18,516	16,266	62,716	310
				"	16,760	129,914	20,363	29,950	76,822	..
VIII. Salem-Namakal-Karur.	Salem ..	Namakal ..	Salem to Namakal .. Namakal to Karur ..	"	48,556	336,808	42,444	13,442	38,039	1
				"	753,944	946,355	44,191	8,140	24,457	..
IX. Podanur-Dindigul	Salem ..	Namakal ..	Salem to Namakal .. Namakal to Karur ..	1889-90	32,097	115,078	83,071	3,134	15,559	155
				"	230,588	253,214	83,199	1,962	4,238	220
X. Madura-Pamban	Madura ..	Rannad ..	Madura to Rannad .. Rannad to Madura ..	1892-93	20,992	78,995	7,813	46,091	84,516	5,486
				"	34,437	59,739	7,449	30,777	121,975	2,992
XIII. Pondugal-Narasarpet-Cheral.	Kistna ..	Piduguralla ..	Hyderabad to Ongole .. Ongole to Hyderabad ..	"	19,894	79,456	6,806	1,011	2,484	12
				"	88,596	71,259	3,013	144	689	10
XIV. Pondugal-Narasarpet-Cheral.	Kistna ..	Piduguralla ..	Hyderabad to Ongole .. Ongole to Hyderabad ..	"	69,433	201,091	25,283	9,366	49,367	1,094
				"	38,338	73,694	2,158	30,274	43,654	1,070
XV. Vizianagram-Saluru-Raipur.	Visagapatam ..	Ramabadrapuram ..	Saluru to Vizianagram .. Vizianagram to Saluru ..	1890-91	348,721	829,506	51,794	20,094	20,094	350
				"	63,162	320,671	94,444	7,013	33,943	9,743
XVI. Tinnevely-Quilon..	Tinnevely ..	Tenkani ..	Tinnevely to Quilon .. Quilon to Tinnevely ..	1888-89	2,732	6,936	6,149	250	2,640	1,194
				"	504	9,706	138	276	1,311	455
XVII. Tiruvannamalai-Samal-patti.	S. Arcot ..	Singarampatti ..	Tiruvannamalai to Krishnagiri .. Krishnagiri to Tiruvannamalai ..	1896-97	42,904	60,476	23,186	21,636	30,844	1,968
				"	17,196	24,442	99,598	21,678	27,279	3,831
XVIII. Pondugal-Narasarpet-Cheral.	Kistna ..	Piduguralla ..	Hyderabad to Ongole .. Ongole to Hyderabad ..	1888-89	10,253	24,128	1,226	86,956	43,559	17,509
				"	10,577	100,057	74,045	265	8,674	4,081
XIX. Pondugal-Narasarpet-Cheral.	Kistna ..	Piduguralla ..	Hyderabad to Ongole .. Ongole to Hyderabad ..	"	31,666	65,763	1,032	77	14,382	16
				"	6,318	22,094	6,600	10	222	..
XX. Tiruvannamalai-Samal-patti.	S. Arcot ..	Singarampatti ..	Tiruvannamalai to Krishnagiri .. Krishnagiri to Tiruvannamalai ..	1890-91	41,160	29,430	7,137	53	282	..
				"	13,408	66,387	13,423	7,424	11,120	63

Statement showing the road traffic registered on the routes which lie along the proposed protective railways—cont.

Number and designation of the proposed protective railway concerning which the road-traffic figures are given.	Districts.	Registering stations.	Direction of traffic.	Years in which taken up.	Long distance.			Short distance.		
					Goods.		Passen- gers.	Goods.		Animals for sale.
					I. MDS.	Total.		I. MDS.	Total.	
XV. Vizianagram-Saluru-Raipur.	Visagapatam ..	Ramabadrapuram ..	Saluru to Vizianagram .. Vizianagram to Saluru ..	1890-91	79,476	367,891	12,365	1,046	6,235	100
				"	2,116	155,179	13,277	1,050	10,039	2,695
XVI. Tinnevely-Quilon..	Tinnevely ..	Tenkani ..	Tinnevely to Quilon .. Quilon to Tinnevely ..	1896-97	143,943	144,637	8,973	112	353	..
				"	143,943	144,637	8,973	112	353	..
XVII. Tiruvannamalai-Samal-patti.	S. Arcot ..	Singarampatti ..	Tiruvannamalai to Krishnagiri .. Krishnagiri to Tiruvannamalai ..	1889-90	81,936	261,865	77,953	..	92,316	3,989
				"	4,055	87,847	76,325	..	73,656	1,003
XVIII. Pondugal-Narasarpet-Cheral.	Kistna ..	Piduguralla ..	Hyderabad to Ongole .. Ongole to Hyderabad ..	"	25,004	143,220	77,491	..	58,545	400
				"	51,619	94,778	76,367	..	26,284	822
XIX. Pondugal-Narasarpet-Cheral.	Kistna ..	Piduguralla ..	Hyderabad to Ongole .. Ongole to Hyderabad ..	1891-92	33,894	62,773	2,813	876	2,426	2
				"	33,894	62,773	2,813	876	2,426	2

Regt
Machos
in continuation
of No. 5742/97.
2/7/97

Revenue (1897) Department.

CURRENT No. 6103



From The Board of Revenue
Revenue settlement Land
Records and Agriculture Madras

Order

No. 5482 hio

Dated 17 July 1897

Received 19.7.97

Registered 20.7.97

Enclosures

Spare copies

SUBJECT.

Submitting to Government with
remarks, letter from the
Collector of Cuddalore Submitting
a statement showing particulars
of expenditure in Badvel and
Sidhant Salukks during 1891-92
and 1892-93.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Statement showing the particulars of expenditure incurred in the Famine of 1891-92 in the Taluks of Badvel and Sidhavattam.

Taluk	Famine Works under Local Funds	Relief Operations	Advances to Cultivators	Miscellaneous Famine Charge	Remarks.
		1891-92			
Badvel	3880 1 8	15773 8	4517 12 1		
Sidhavattam	" " "	6100	1 2		
		1892-93			
Badvel	12271 13 7	146 12 1	40459	410 8 8	
Sidhavattam	" " "	1700	24430	" " "	

Gaddapah Collector's Office
 Dated 4th July 1897.
 Camp Nallamanda.

Signed Syed Khader Padscha
 for Collector

(True Copy)
 P. V. Srinivasulu
 Secretary



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture),

Dated 17 July 1897.

No. 5482 Mis.

READ Again Board's Proceedings, dated 5 June 1897 No 4123 Mis requesting the Collector of Cuddapah to furnish certain particulars of expenditure in Siohont & Badvel taluks ^{ref. Protection lines of Railways.}
Read also the following letter from the Collector of Cuddapah, dated 4 July 1897 Ref on C No 748 of 1897.

With reference to Board's Proceedings No 4123 Miscellaneous dated 5 June 1897, I have the honor to forward herewith a statement showing the particulars of expenditure in Badvel and Siohavattam Taluks during 1891-92 and 1892-93

045.43
2500/157
10306

2 For famine protective purposes,
it is the line through Rayachoti
that is of importance
Resolution

Submitted to Government,
with reference to the remark at
foot of the statement at page 12
of Board's Proceedings 397 dated 25 May 1897
2 The heading of column 3 of the Collector's
statement is not clear; it is, however, presumed
that it represents gratuitous relief.

3 It is requested that the following
figures may be inserted against
Sidhout and Badvel talukhs in ~~the~~
Giddalane-Vontimitta Railway in the
Columns noted below of the statement
referred to in para 1 supra:-

Talukhs	Columns					
	10	11	12	13	14	15
Sidhavattam	"	"	1700	0-0-5	1700	0-0-5
Badvel	16,152	0-3-0	147	"	16,299	0-3-0

(True Copy & Extract)

R. V. Srinivasan
Secretary

To The Secretary to Government, Revenue
Copy to the Collector of Cuddapah Department

Regd 26/7/97

Revenue (1897) Department.

CURRENT No. 1237



From The Board of Revenue
Revenue Settlement Land
Records and Agriculture
Madras

Order

No. 957 Routine

Dated 17 July 1897

Received 18-7-97

Registered 18-7-97

Enclosures

Spare copies

SUBJECT.

Issuing an Erratum to
Board's Proceedings
dated 25 May 1897 No 397

068.5
2008
10306

12/7/97

1 R

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Erratum
(Board of Revenue, Revenue Settlement
Land Records and Agriculture)
Dated 17th July 1897
No. 957 Routine

In Board's Proceedings No 397 dated 25th ^{May} 1897
Page 12:

Column 1 I Kalikiri
Yerragunla
Kandhul

Column 2 Kurnool - Cuddapah

Column 3 { * * *
Voyalpad
Cuddapah
in columns 10 to 15.

For

2932, 0-0-4, 50, " , 2982, 0-0-4

1057, 0-0-2, " , " , 1057, 0-0-2

Read

1057, 0-0-2, 50, " , 1107, 0-0-2

2932, 0-0-4, " , " , 2932, 0-0-4

R. V. Srinivasan
Secretary

The Secretary to Government Revenue department
Copy to all Collectors except Malabar, South
Canara, Nilgiris and Madras.

147/97

Revenue (1897) Department.

CURRENT No. 6482



From the Board of Revenue
Revenue Settlement, Land Records and Agriculture

Order

Madras

No. 530 Press

Dated 27th July 1897

Received 28-7-97

Registered 30-7-97

Enclosures

Spare copies

SUBJECT.

Bringing to the notice of Government that the remarks of the Board on the Vizianagram-Raipur Railway No. 22, in page 8 of Board's Proceeding No. 397 dated 25th May 1897 were based on certain misapprehension and issuing the necessary errata list for corrections therein.

Ans. to 5
7708/97
10306

ms. 9.
30/7.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

REVENUE DEPARTMENT.

1897.

Board of Revenue (Revenue Settlement, Land Records and Agriculture), MADRAS.

Recd.

Enclosures

Regd.

1897.

Spare copies

Printed August th.

Proceedings, 27th July 1897, No. 530.

G.O. 4005
2-8-97

JULY.

Errata list.—Bringing to the notice of Government that the remarks of the Board on the Vizianagram-Raipur Railway No. XV in page 8 of B.P., dated 25th May 1897, No. 397, were based on certain misapprehension and issuing the necessary — for corrections therein.

PROCEEDINGS OF THE BOARD OF REVENUE
(REVENUE SETTLEMENT, LAND RECORDS AND AGRICULTURE).

RESOLUTION—dated 27th July 1897, No. 530.

The Board begs to bring to the notice of Government that its remarks on the Vizianagram-Raipur Railway, No. XV, page 8 of B.P., dated 25th May 1897, No. 397 (R.S., L.R. and Agri.), were based on a misapprehension that the proposed line was intended to proceed direct from Sálúru through Koraput and Raigarh to Raipur. It learns from its Fourth Member, who was long Collector of Vizagapatam, that the approved alignment is to enter the Central Provinces *via* Párvatípuram, Rayagadda and Bissumkattak, and that along this route no large food supplies are available.

2. In the remarks referred to, the following corrections are therefore required:—

For "the line would run" (line 5), read "the road to the Central Provinces runs."
For "the line would then enter," read "the road then enters."

The remarks may then be taken as explaining the protective value of an extension of the railway from Vizianagram to Sálúru.

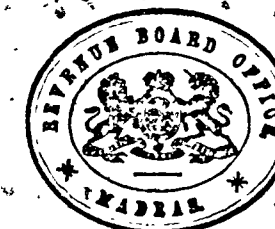
In Column 5 against serial No. XV on page 5 "Jeypore" should be omitted.

(True Extract.)

R. V. Srinivasan
Secretary.

To the Secretary to Government, Revenue Department.
"all Collectors, except Malabar, South Canara, Nilgiris and Madras.

Ed. A. F. Eccleston.



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture),

Dated 27th July 1897.

No. 530 Press

Resolution

The Board begs to bring to the notice of Government that its remarks on the Vizianagram-Raipur Railway, No. XV, page 8 of Board's Proceedings, (Revenue Settlement, Land Records and Agriculture) No. 397 dated 25th May 1897 were based on a misapprehension that the proposed line was intended to proceed direct from Sálúru through Koraput and Raigarh to Raipur. It learns from its fourth member, who was long collector of Vizagapatam, that the approved alignment is to enter the Central Provinces *via* Parvatipur, Rayagadda, and Bissumkattak, and that along this route no large food supplies are available.

2. In the remarks referred to the following corrections are therefore required:

For "the line would run" (line 5)
read "the road to the central Provinces runs".

For "The line would then enter"
read "The road then enters". The
remarks may then be taken as
explaining the protective value of
an extension of the railway from
Vijayanagram to Sahur.

In column 5 against Serial No.
XV on page 5 'Jeypore' should
be omitted.

(True Extract)

R. V. Srinivasan
Secretary.

To The Secretary to Government Revenue Department
all collectors except Malabar, South Canara,
Nilgiris and Madras

The Hon. Mr. Croze C. D.

This is an important matter, &
I do not think it can be disposed of
by any member any without re-
ference to his colleagues, or that
we can content ourselves with simply
pending on the B's remarks.

The G. of I. asked 18 months ago
for a list of a limited number
of "Protective Railways" from all
Provinces, "arranged in the order
of their importance, with the view
of granting contributions from
the Famine Insurance Fund to
the most important of such works.

The B's give a list of 20
to the Board of R. (Lett).

... P. W. D. (Ry).
fewer than 20 railways and it
seems some much too large. They
are all theoretically good, but
what is wanted is a list of a
few selected railways, with the G. of I.
may practically decide on giving
grants to for the Famine
Insurance Fund within a limited
period. In future time taken
there will probably differ from
us as to the tracts that need
railway most, and it will be
a very far future before many
a found for the 20th work in
the Madras list. I think it will
be sufficient to name 6.

No. 397 Lett.

25-5-97
Again, some of the
railways, e.g. Nos III &
XVII, must be considered
with reference to other lines reported
on as we have been sent to India
by allusion or must be made
to have reports, in the case of

Cms 5742/97.

Order (Press)

Ordered that the
report be forwarded to the
Govt of India with reference
to its Cir. No. 18-31 d/18.9.97.

W. J. H.

Lett.

To
The Secy to the Govt of India,
R & A. Dept.

Sir,

Adverting to Circular from
the Govt of India No. 18-31 d/18.9.97 and subsequent reminder
~~therein~~ and in continuation of
my letter No. 1179 d/21-6-97,
I am directed to forward copy
of the marginally noted Progs: of
the Board of Revenue embodying
the information ^{called} ~~asked~~ for in
regard to the ~~proposed~~ ^{proposed} lines of
railways ~~to above~~ ^{to above}. A map showing the

OWS-7
28-8-97
10306/97

22-10-97

11/14/17

Before giving an opinion as to what 6 works ~~old~~ be placed in our list, & in what order they ~~old~~ be arranged, I ~~old~~ like to see a Note prepared on this subject in the Railway Dept. At present I ~~am~~ am inclined to think it ~~old~~ contain I, II, a line connecting Kilmock with the railway not necessarily III, IV, V & X.

22
13/7/97

The papers should certainly be
 vested on in ^{the} Railway Dept. before
 being put up for order. But before
 they are transferred to the R. Dept.
 the R.P. should be carefully examined in
 the Rev. Dept. A cursory examⁿ of the
 on h. 10 of the R.P. at once disclosed an extraordinary
 omission & glaring errors. I have not
 pursued any investigation further, but it is
 clear that the figures must be got right before
 any arguments can be based upon them &
 that when truly & accurately the
 figures are written

14/7/97

7508/57
10306

This cause - a lasting
must be done by the
Republic in London. Con-

47787

Transferred to the P.W. Dept.
(Railway)

As: See to Court.

Leak from orders:

Sp. 2-217

[Handwritten:] C. Nos.: 5742 ad di 6/98 and 6287 m
ad 21048 05181 0110 P. 21048

Endorsement: Mrs. Do. 4055 2/2nd Aug 97

presently transferred to the Public
-land & Works Dept. (Railway Branch)

with the Vibratile Eucalyptus roles in
origins of the Conifer and

1228 1898

and by the Hon: the Attorney
General: 29, 251, as follows:

Ther. W. D. (1894: 133) 6 lines
with notes of 4/18/97
only 12 ad. and 8 only 12

1) Palace said that in several hand 15

marked by the Report of Revenue,
made by the Comptroller General.

At the necessary correction
made in red ink. 2nd. 18

2. The "facts and figures" given in "Appealing Facts to the B.P."

have been taken from the 'Statistical Atlas' prepared by Dr.

to Benson, in so far as they
relate to the farming herings

other than 1892-92. They
are however.

are however

however, incorrectly quoted
in the following instances:—
Page 9, line 10. 13120 should be
13130.

" , lines 10 and 11. The figures
quoted in line 10 represent
the daily average during
the whole period with the exception
of one month in line 11 is there-
fore wrong and should be
omitted.

" , line 14. The figure 9521
should be 99,521, as pointed
out by the Hon. Sir Henry
Bleis.

Page 10, line 6. 59,100 should be 59,160.

The last word in that line should
be, January, not July.

Page 10, line 19. The following phrase
"Statistical tables relating to the famine
of 1876-78 may, with reference to the Hon.
member's remarks, be inserted after
the words "Occasionally":—
"During the famine of 1876-78,
the average number of
persons relieved during
22 months from Decem-
ber 1876 to September 1878
was 140,025 of

and
employed
average number
persons relieved
the 8.7 per cent of the
population in 187
the maximum
be relieved in a
one month was
August 1877) 299,8
or 31.24 per cent
the population"
Page 10 line 65. 31.03 per cent

Page 10 should be 31.13 per cent
23. The figures relating
to the famine of 187
have been taken from the
Report of that famine
listed in 1874. In the
statements at pages 64
of the volume
the average daily number
of persons relieved both
work and gratuitously
each month of the fami-
period for each of the
period stated is given
reporting the average be

however, since one of the
in the following pages for the
months, comprised in
period, without dividing
it by the number of months
The corrections which have
had on this account to
be made are the following:

and the following are the corrections:

Line	Board	Figure	Correct Figure
11	2	1543	1543
12	2	475	2
13	2	918	884
14	2	2377	297
15	2	224	28
16	2	7222	903
17	2	2408	344
18	2	66300	5848
19	2	21152	222
20	2	21283	2660
21	2	74	2
22	2	263	323
23	2	84	720
24	2	272	99

It is suggested also
the scale of characters
that

II. APPENDIX A

2-8-5	2-8-5
8-8-5	8-8-5
2-11-81	1-11-81
11-8-1	11-8-1
11-8-8	11-8-8
218415	218415
8-0-1	8-0-1
1-13-1	1-13-1
25	25
104684	104684
208233	208233
0-3-0	0-3-0
0-3-0	0-3-0
0-3-0	0-3-0
0-3-0	0-3-0
0-15-0	0-15-0
0-11-0	0-11-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-0	0-8-0
0-8-	

that
(1) the words on an average
may be inserted between
were also 'gratefully'
p. in line 35 at page 10.
(2) the words 'month' only
p. be substituted for 'period'
d. in line 36 on the same
p. page 10
and (3) the words 'for nine months'
or may be inserted at the
end of line 50 on the same
page
5. 8 The following mistakes
occur on page 11 of the B.P.:-
page 11, line 6 2677 should be 2426.
line 11, the word 'month' should
p. be 'day' to the amount
6. 9 The headings of columns
17 and 20 of appendix II
should be "average daily num-
ber" instead of "average
monthly number". The
figures entered therein have
also been corrected as
shown below:-

A Appendix II

Page	No. of Railways	Taluk	Column No.	Board figure	Correct figure	Remarks
12	I	Hadagale	9	7-9-5	7-9-7	
		Kumbhar	7	2-9-5	2-9-6	
		...	9	13-11-1	13-11-2	
13	VI	Kolam	5(2)	1-9-4	1-9-11	
		...	9	nil	3-8-11	
	VII	...	6	78,412	1,78,412	
	VIII	Namakkal	7	1-0-7	1-0-6	
		...	9	1-13-4	1-13-2 ³	
	IX	Pollachi	20	7	72	
		...	6	10,47,687	10,46,687	
		...	8	2086333	2085333	
	XI	Taluk	...	0-3-4	0-3-2	
		...	...	0-3-6	0-3-4	
	XII	...	7	0-5-1	0-5-5	
15	XIII	Trinkajalur	9	0-11-11	0-12-5	
		...	9	0-8-8	0-11-2	
16	XIV	...	...	0-3-2	0-3-3	
		Trinkajalur	...	0-11-11	0-12-5	

7. The following corrections have been made in Appendix III:

Page	No. of Railways	Taluk	Column No.	Board figure	Correct figure	Remarks
17	I	Hospet	8	90	-9.0	
			9	82	+8.2	
			10	1.5	-1.5	
			13	96	86	
			14	nil.	33	
			17	-	8700	
			18	-	17900	
			22	19.32	10.32	
	III	Ramalakota	20	26.84	31.33	
			21	58.51	63.17	
			22	8.59	6.15	
	IV	Sidhout	14	22	10	
	V	Vayalpad	14	44	24	
	VI	Krishnagiri	6	667	657	
18	IX	Pollachi	18	25,500	20,500	
	XIV	Pankarai	22	11.19	11.15	
19	XVIII	Pirakkajalur	18	47,500	45,500	

68-
28/7/97

When signed

189

READ AGAIN G.O., No.
189

DATE:

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

OFFICE OF GOVERNMENT

WITH DIET.

NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only