MADRAS RECORD OFFICE

Government of Madras.

PUBLIC DEPARTMENT.

G.O. No. 714 Press Mis.

Dated 28/1/

Not to be folded or roughly handled

No. 171. Read the following Proceedings of Government in the Public Works Department, dated 22nd November 1873, No. 2830 :—

Read the following Proceedings of the Government of India, Public Works Department, (State [illegible]) dated Simla, 21st October 1873, No. 1,514-37 S. R. :—

Construction of Feeder-ro[illegible] State Railways.

Read again—

Public Works Department Nos. 4,876—81, date[illegible] 8th November 1863, to Governments of Bengal, North-Western Provinces, and t[illegible]unjab ; Chief Commissioners of Oudh and Central Provinces ; and Resident at Hyderabad.

OBSERVATIONS.—The Governor-General in Council, in connection with the undertaking of the construction of State Railways and the progress some of these works have made, has again considered the great importance of constructing ordinary feeder-roads both in British territory and in the adjacent Native States. In the original alignment of railways, the geographical features of the country must be taken into account, and it usually happens that, after a good supply of water has been obtained, and the requirements of numerous towns on the general line of country traversed are met, many other places which ought to be accommodated are left at a distance from the railway, and without sufficient means of access to it.

2. Soon after railway enterprise was comm[illegible] India, the officers of the Guaranteed Companies perceived that their new traffic stations needed connection with the principal towns in their neighbourhood by means, either of roads constructed direct from the railway stations to the established markets, or by new roads joining the station yards to the old lines of communication. The Guaranteed Companies urged the question on the Government, and in some cases acquired land and made roads at their own expense. Objections were raised to this mode of procedure, and moreover the formation of roads, distant from their railway, did not appear to be a legitimate field for the expenditure of the shareholders' guaranteed capital. After some discussion the Government of India, with the sanction of the Secretary of State, determined to relieve the Guaranteed Companies of this duty, and decided that the Government should undertake the construction of all railway feeder-roads. New feeders were then from time to time made, the cost of which was met from imperial funds. But in the year 1870, when it was resolved that the power and responsibility of the Governments of Presidencies and Provinces, in respect to expenditure in some civil departments, might with advantage be enlarged, it was recognised that the construction and maintenance of local roads were fit objects for the beneficial exercise of provincial control; accordingly, the duties in connection with this matter, together with an assignment of funds, were then made over to Provincial Governments.

3. The Supreme Government now retains the responsibility for the provision and maintenance of the railway system throughout India, and leaves to the Provincial Governments and Administrations that of the provision of roads. It will no doubt be recognised by the Local Governments that their funds, available for expenditure on the construction of roads, cannot, in parts of the country bordering

on lines of railway, be better applied than by the formation of railway-feeders. The completion of these minor works will bring the advantage of railway communication close to the homes of the people, and, as no share of the cost of the railway itself will be borne provincially, His Excellency in Council believes that expenditure on such roads will afford a more effective and economical result than outlay in any other direction.

4. The Governor-General in Council has agreed to pay interest on loans from Native Princes received for the purpose of railway construction, and new railways are being opened both in their territories, and in those of other Native States, especially in Rajpootana. His Excellency in Council trusts that these Princes will follow the example of the British and His Highness the Nizam's Governments, and endeavour to secure to their subjects the full advantage to be derived from that proximity to the railway, which affords means of free access to travellers, and facilitates the development of trade. Princes and Chiefs, who have been hitherto unable to co-operate with the British Government in leading railways through their dominions, will, it is hoped, devote sufficient funds for the construction of roads. Political Officers should explain the importance of railway feeder-roads to the Native Governments with whom they are connected, and endeavour to obtain their active co-operation with the British Government in improving communications.

5. On the Guaranteed Railways this subject has been so frequently discussed, that it is unnecessary now to recall the attention of the Consulting Engineers to the Government of India on Guaranteed Lines, but the Engineers in charge of State Railways having been so much employed in overcoming the difficulties immediately connected with their undertakings, have perhaps not yet considered, in a sufficiently broad manner, how the distribution of local traffic will be affected by the opening of their railways. These officers are in a position to form valuable opinions, and after they have examined the vicinity of the line, and consulted the influential residents, Native and European, they should place themselves in communication with the Civil and Political Officers, and should either assist in the preparation of a report or should themselves submit a statement showing in what direction, and approximately at what cost, lateral feeder-roads may be led to the railway stations, so that the local trade and the traffic receipts of the railway may reciprocally gain full benefit from the opening of new lines of railway.

ORDER.—Ordered that this Resolution be communicated to the Governments and Officers noted on the margin for information.

To the Governments and Administrations noted on the margin for information and guidance.

And to the Officers and Departments marginally noted for information and for the action required in paragraph 5.

Governments of Madras and Bombay.
Superintending Engineers, West Rajpootana and Northern Bengal (State) Railways.

Governments of Bengal, North-Western Provinces, and the Punjab.
Chief Commissioners of Oudh, Central Provinces, British Burmah, and Mysore.
Resident at Hyderabad.
Agents to the Governor-General for Central India and Rajpootana.

Chief Engineer, Punjab Northern (State) Railway.
Officiating Chief Engineer, Indus Valley (State) Railway.
Superintending Engineers, Agra District, Rajpootana (State) Railway, Delhi District, Rajpootana (State) Railway, Holkar (State) Railway, Neemuch (State) Railway, and Sindia (State) Railway.
Financial and Agriculture, Revenue, and Commerce Depts.

Also to the Foreign Department, with the request that the attention of Political Officers may be drawn to the subject.

(Signed) C. H. DICKENS, Colonel, R.A.,
Secretary to the Government of India.

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Communicated to the Financial Department, and to the Consulting Engineer for Railways for information.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 172. ORDER THEREON, 27th November 1873, No. 1728.

Communicated to all Presidents of Local Fund Boards and Municipalities.

(True Extract.)

W. HUDLESTON,
Chief Secretary.

To all Presidents of Local Fund Boards.
" Presidents of Municipalities.
To the Board of Revenue.

Erd. J. Wright.

Proceedings of the Madras Government, Public Works Department,
22nd November 1873.

No. 322. Read the following Proceedings of the Government of India, Public Works Department, (State Railways,) dated Simla, 21st October 1873, No. 1,514-37 S. R. :—

Construction of Feeder-roads to Stations on State Railways.

Read again—

Public Works Department Nos. 4,876—81, dated the 19th November 1863, to Governments of Bengal, North-Western Provinces, and the Punjab ; Chief Commissioners of Oudh and Central Provinces ; and Resident at Hyderabad.

OBSERVATIONS.—The Governor-General in Council, in connection with the undertaking of the construction of State Railways and the progress some of these works have made, has again considered the great importance of constructing ordinary feeder-roads both in British territory and in the adjacent Native States. In the original alignment of railways, the geographical features of the country must be taken into account, and it usually happens that, after a good supply of water has been obtained, and the requirements of numerous towns on the general line of country traversed are met, many other places which ought to be accommodated are left at a distance from the railway, and without sufficient means of access to it.

2. Soon after railway enterprise was commenced in India, the officers of the Guaranteed Companies perceived that their new traffic stations needed connection with the principal towns in their neighbourhood by means, either of roads constructed direct from the railway stations to the established markets, or by new roads joining the station yards to the old lines of communication. The Guaranteed Companies urged the question on the Government, and in some cases acquired land and made roads at their own expense. Objections were raised to this mode of procedure, and moreover the formation of roads, distant from their railway, did not appear to be a legitimate field for the expenditure of the shareholders' guaranteed capital. After some discussion the Government of India, with the sanction of the Secretary of State, determined to relieve the Guaranteed Companies of this duty, and decided that the Government should undertake the construction of all railway feeder-roads. New feeders were then from time to time made, the cost of which was met from imperial funds. But in the year 1870, when it was resolved that the power and responsibility of the Governments of Presidencies and Provinces, in respect to expenditure in some civil departments, might with advantage be enlarged, it was recognised that the construction and maintenance of local roads were fit objects for the beneficial exercise of provincial control; accordingly, the duties in connection with this matter, together with an assignment of funds, were then made over to Provincial Governments.

3. The Supreme Government now retains the responsibility for the provision and maintenance of the railway system throughout India, and leaves to the Provincial Governments and Administrations that of the provision of roads. It will no doubt be recognised by the Local Governments that their funds, available for expenditure on the construction of roads, cannot, in parts of the country bordering on lines of railway, be better applied than by the formation of railway-feeders. The completion of these minor works will bring the advantage of railway communication close to the homes of the people, and, as no share of the cost of the

railway itself will be borne provincially, His Excellency in Council believes that expenditure on such roads will afford a more effective and economical result than outlay in any other direction.

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5. On the Guaranteed Railways this subject has been so frequently discussed, that it is unnecessary now to recall the attention of the Consulting Engineers to the Government of India on Guaranteed Lines, but the Engineers in charge of State Railways having been so much employed in overcoming the difficulties immediately connected with their undertakings, have perhaps not yet considered, in a sufficiently broad manner, how the distribution of local traffic will be affected by the opening of their railways. These officers are in a position to form valuable opinions, and after they have examined the vicinity of the line, and consulted the influential residents, Native and European, they should place themselves in communication with the Civil and Political Officers, and should either assist in the preparation of a report or should themselves submit a statement showing in what direction, and approximately at what cost, lateral feeder-roads may be led to the railway stations, so that the local trade and the traffic receipts of the railway may reciprocally gain full benefit from the opening of new lines of railway.

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Governments of Madras and Bombay.
Superintending Engineers, West Rajpootana and Northern Bengal (State) Railways.

Governments of Bengal, North-Western Provinces, and the Punjab.
Chief Commissioners of Oudh, Central Provinces, British Burmah, and Mysore.
Resident at Hyderabad.
Agents to the Governor General for Central India and Rajpootana.

Chief Engineer, Punjab Northern (State) Railway.
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Superintending Engineers, Agra District, Rajpootana (State) Railway, Delhi District, Rajpootana (State) Railway, Holkar (State) Railway, Neemuch (State) Railway, and Scindia (State) Railway.
Financial and Agriculture, Revenue, and Commerce Depts.

Also to the Foreign Department, with the request that the attention of Political Officers may be drawn to the subject.

(Signed) C. H. DICKENS, Colonel, R.A.,
Secretary to the Government of India.

Proceedings of the Madras Government, Public Works Department, 22nd November 1873.

No. 323. ORDER THEREON, 22nd November 1873, No. 2,830.

RAILWAY, No. 49.

Copy communicated to the Financial Department and to the Consulting Engineer for Railways for information.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Financial Department.
" Consulting Engineer for Railways.

Encl. 1 C. Shunker.
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NOVEMBER.

Nos. 322-323

All Provincial Governments
All Persons of Presidency Towns
Boards of Revenue &c.

Order Nisi 27th Nov. 1878

Railway Traders.—Proceedings of the Government of India forwarding copy of Resolution on the subject of the construction of feeder roads to stations on State Railways, communicated to the Financial Department and to the Consulting Engineer.

Com'l & Railway Dept.
Sec. of Revenue & Agr. Dept.