| Date taken out. | For what purpose. | | | Initials of clerk taking the paper or of attender. | Date returned. | Initials of attender. |
|---|---|---|---|---|---|---|
| | Department. | C. No. | Year. | | | |
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# Marine (1897) Department.

G.O., No. 954 Mar

Dated 23rd Nov 1897

Received 25 Nov 97

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[Despatch Abstract.]

East Coast Railway, Ros: of Govt in the Railway Branch Courts with remarks Correspondence ending with Govt of India letter agreeing with the Madras Govt that no branch from the — to any port in the Ganjam D^t should be undertaken at present. Comm^d to the P.D. Marine

M. 6.
[2,000—23-10-96.]

23/11/97

Marine (1897) Dept. Current No. 1415

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| X 1060 | 98 | | | | | | |
| | 719 | Mar. | 25-8-98 | | | | |

RAILWAY.

# Government {1897} of Madras.

## PUBLIC WORKS.

*Recd.* } 4th Nov. } 1897.
*Regd.* }

*Enclosures*

*Spare copies* 6

**G.O., No. 722 R., 23rd September 1897.**

B No. 954 Mar 23.11.97

**SEPTEMBER.**

Communicated to the Presidency Port Officer.

The PSO with copy of letter

A.S. 24/11/97

**East Coast Railway**

Correspondence ending with Government of India letter stating that they agree with the Government of Madras that no branch from the East Coast Railway to any port in the Ganjám district should be undertaken at present, communicated to the officers and department concerned; and the Collector and the Manager of the Railway requested to report as to the amount of traffic that will be dealt with and as to which of the local ports will best serve the district of Ganjám.

10.1.97

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following papers :—

G.O., No. 150 R., dated 22nd February 1896.

Read—the following letter from the Collector of Ganjám, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated 2nd January 1896, Dis. No. 30/Eng.:—

The enclosed memorial to His Excellency the Governor of Madras having been adopted at a public meeting held in Berhampur on 3rd December 1895, I have the honour, at the request of the Chairman of the meeting, to forward it for the consideration of His Excellency.

2. In my opinion the request of the memorialists merits consideration.

3. The East Coast Railway when completed to Cuttack will serve no seaport north of Vizagapatam except Puri which is, I understand, a dangerous and altogether unsatisfactory port. I am aware, of course, that Railway administrators consider it is to their advantage to have long leads over which to carry goods, and may therefore be opposed to the affording of facilities for export from Gopálpur; but it seems to me it is exceedingly likely that if a branch line to Gopálpur were opened, the railway would get the carriage of goods which they will not get now at all.

4. If produce has to be sent some distance to one of the smaller stations, then railed to Berhampur and again put on carts there and taken to Gopálpur, merchants will find it cheaper and more convenient to send it all the way to Gopálpur by cart, so long as the distance is not very great.

5. There can, I think, be little doubt that the construction of a feeder line to Gopálpur would considerably increase local traffic.

6. Whether the increased traffic thus brought about would pay the railway better than the receipts for fewer goods carried over longer distances, is a matter on which I cannot offer an opinion. There is no doubt however that the feeder line asked for would be for the benefit of the producers and merchants of these parts.

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ENCLOSURES.

RESOLUTIONS passed at the public meeting held at the Kallikota Rajah's Club, Berhampur, on 3rd December 1895.

1. Proposed by Mr. F. J. V. Minchin and seconded by Mr. D. V. Ramiah Pantulu—

"That Mr. J. Bowman take the chair."

Carried.

2. Proposed by Mr. A. Flecher and seconded by Mr. A. Appalanarasiah Chetti—

"That in the opinion of this meeting, it is highly desirable that the important port of Gopálpur be connected with the East Coast Railway by a branch line from Berhampur; and that such at line will be profitable alike to the Government and the public."

Carried.



3. Proposed by Mr. M. L. Narasingarow Pantulu and seconded by Mr. Soudagar Sheik Abdul Kaudir Saheb—

"That the accompanying draft memorial to His Excellency the Governor in Council be adopted."

Carried.

4. Proposed by Mr. Yerrmalli Subbarow Pantulu and seconded by Mr. Tutika Basavaraju—

"That a copy of the memorial be forwarded to the Manager and to the Traffic Manager, East Coast Railway, for favour of support."

Carried.

5. Proposed by Mr. Abdul Kawder Saheb and seconded by Mr. Nur Mahomed Saheb—

"That a committee be formed of the following gentlemen to give effect to the resolutions passed at this meeting :—

(1) Mr. J Bowman.
(2) " A. Appalanarasiah Chetti.
(3) " M. L. Narasingarow Pantulu.
(4) " Y. Subbarow Pantulu
(5) " Soudagar Sheik Abdul Kaudir Saheb."

Carried.

6. Proposed by Mr. W. L. Venkataramiah and seconded by Mr. G. V. Ramadoss Pantulu—

"That this meeting place on record their sense of the excellent work done in this place by Mr. Viswanath, Station Master, Berhampur, in a manner highly satisfactory alike to the employees and the public; that this meeting learn with regret of his intended transfer; and that this meeting do memorialise the Traffic Superintendent, East Coast Railway, to retain Mr. Viswanath in this the largest and most important station in the district."

Carried.

7. Proposed by Mr.P. Venkannah Pantulu and seconded by Mr.K. S. Kothandarama Iyer—

"That a vote of thanks be accorded to Mr. Bowman for kindly consenting to preside."

Carried.

(Signed) J. BOWMAN,
Chairman.

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Memorial of the merchants and others of Berhampur, in Ganjám district, to His Excellency the Governor.

MOST RESPECTFULLY SHOWETH—That the people of these parts are highly thankful that the East Coast Railway has been at last opened up to Rambha, and are eagerly looking forward to the time when it will be extended to Cuttack.

2. That your Excellency's humble memorialists, in common with others, are sanguine that trade will be stimulated, and that the produce of these parts will find easier access to seaport towns for purposes of export trade.

3. That the construction of a branch line to Gopálpur beach is very highly desirable, for the following among other reasons, viz.:—

(*a*) that Gopálpur is and long has been a port of considerable importance with much export and import trade;

(*b*) that export of rice and sundry other articles from this district at this port has been going on to the extent of 300,000 bags or more every year;

(*c*) that with the complete opening of the Rushikulya project a large increase in the cultivation and exportation of paddy must naturally take place, as the ryots, besides having a sure source of irrigation for their usual crop, will also raise a second crop;

(*d*) that the bandy-hire from Berhampur to Gopálpur in ordinary seasons amounts to about 1½ annas per bag and exceeds this rate in the rainy and cultivation seasons.

(*e*) that even at first-class rate the railway fare to Gopálpur from the junction station will not exceed 4 pies per bag; that a branch line to Gopálpur will secure not only this traffic, but also the further traffic that the increased facilities of transport and reduced charges are sure to create;

(*f*) that the large quantity of produce that now stagnates between Chicacole and Berhampur will also find its way to Gopálpur port;

(*g*) that steamers anchor very close to the shore at Gopálpur, and the port at Puri is unsafe, while loading and unloading cargo at False Point besides being very costly are beset with much difficulty and delay, and that for these reasons a good part of the produce of Puri and Cuttack that now finds its way to these latter ports will be diverted to Gopálpur; so that of the 18 lakhs or more of bags that annually leave those ports, the greater portion may be calculated upon being diverted to Gopálpur port;

(*h*) that Gopálpur port occupies a central position between Chicacole and Cuttack;

(*i*) that the landings at Gopálpur will also increase correspondingly;

(*j*) that as Gopálpur contains many pucka and spacious godowns belonging to merchants, they would naturally prefer to have all their export and import trade conducted at Gopálpur;

(*k*) that though occasionally the surf may be so high as not to allow of shipping or discharging of goods from steamers Gopálpur is practically a very safe port, and is excellent and quite safe during the busy season; and even when the weather is rough, shipping operations are as a rule carried on without much difficulty, as may be ascertained from the steamer agents there.

4. That for these reasons a branch line to Gopálpur is highly essential.

5. That a line from Berhampur to Gopálpur beach is not likely to be much over 6 miles, and will pay its way.

6. That it is at the same time desirable to give the benefit of reduced rates of traffic for goods passing along the line from Cuttack and Chicacole road, respectively, to Gopálpur.

Your Excellency's memorialists therefore pray that your Excellency will be graciously pleased to look with favour upon the proposal and order the construction of a branch line to Gopálpur port, and add one more to the numerous acts of usefulness and beneficeuce that have characterised your Excellency's *régime*.

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No. 193.

Transferred to the Manager, East Coast Railway, for favour of report as to the desirability of the proposed line from the railway point of view.

(Signed) F. R. UPCOTT,
21st January 1896. Consulting Engineer for Railways.

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From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 4th February 1896, No. 994.

In reply to your No. 193, dated 21st January 1896, I have the honour to state that in my opinion the financial prospects of a branch line to Gopálpur are not at present sufficient to justify my recommending its construction as a State Railway to Government and the prospects will I consider be worse as soon as the East Coast Railway is in direct communication by rail with Calcutta.

2. I should not oppose the construction of the branch by private enterprise.

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*Order*—No. 150 R., dated 22nd February 1896.

The memorialists will be informed that if a line of railway be constructed to the port of Gopálpur, it should be done by private enterprise and before this Government can pass any resolution thereon, the probable return in traffic should be clearly shown by existing exports and imports.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., Railway Branch.



From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to Messrs. F. J. V. MINCHIN & Co., Gopalpur, dated 2nd November 1896, No. 3836/C.

With reference to your letter, No. 15/644, dated 24th September 1896, to the address of C. G. Weir, Esq., Collector of Ganjám, I am directed to request you will be so good as to furnish this Government with a copy of your letter referred to in your telegram to the Government of India, dated 24th September 1896.

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From Messrs. F. J. V. MINCHIN & Co., Gopalpur, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated 6th November 1896, No. 15/772.

We have the honour to acknowledge, with thanks, receipt of your letter, No. 3836 C., dated 2nd instant, and as desired beg to hand you herewith enclosed copy of our letter, No. 15/597, dated 11th September 1896, to C. J. Weir, Esq., referred to in our telegram to the Government of India, dated 24th September 1896.

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ENCLOSURES.

From Messrs. F. J. V. MINCHIN & Co., Gopalpur, to the Collector of Ganjám, dated 11th September 1896, No. 15/597.

We take the opportunity of your visit to the seat of Government to ask you to bring to the notice of His Excellency the Governor the way our district has been treated in respect of railway communication in its whole length, the line has not been allowed to touch at a single port. Neither at Calingapatam in the south nor Gopalpur in the north. We urged on Government last year, through you, the great necessity of a line to Gopalpur only six miles from the railway, and only nine miles from Berhampur. Last year the exports of grain amounted to five hundred thousand maunds, this year they have exceeded a million one hundred and forty-five thousand maunds to say nothing of a heavy import trade, but it appears to be the policy of the East Coast authorities to work the line north of Cocanada, exclusively for the benefit of Cocanada, as will be seen from the extract of letters we have received from the principal merchants of the port. We would point out, this is in direct contravention of the promise made by the Viceroy in December last when in Madras, viz., that he would see fair play between all the ports. If this scheme were carried out, Ganjám would lose all the revenue now derived from exports of rice to Colombo.

We would urge the line should at once be made to the beach at Gopalpur in time for next season's crop, the carriage of over a million maunds grain, and several thousand tons of imports should surely give an ample return for a line at most only nine miles in length.

We have sent the following telegram to the Departmental Committee on railways now sitting in Simla, and we feel therefore confident if His Excellency gives us his support the supreme Government will not stand in the way:—

Telegram, dated 10th September 1896.

"We beg sanction may be granted for the immediate extension of East Coast Railway from Berhampur to Gopalpur (Ganjám), nine miles only, or from nearest point six miles only, shipment of grain alone this season over one million one hundred and forty-five thousand maunds, all carried by carts and imports some from thousand tons similarly conveyed. East Coast officials are working dead against some coast ports with object of securing everything for Cocanada in spite of Viceroy's promise to see fair play to all ports."

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Extract of letter received from TUTICA BASSAVARAJU GARU, Merchant, Gopalpur, dated 4th August 1896.

"Mr. Pope, the Traffic Manager of East Coast Railway, has been to Berhampur and called a meeting of the principal merchants of the place and he offered to carry all our rice by rail for shipment at Cocanada for Malabar Coast ports at the rate of Rs. 1-0-4 per bag, including all charges, and he tried to induce us to make trial shipment."

"He also promised to build large sheds at the station to store the rice so booked."

"As we have no wish to ship, *viâ* Cocanada, I write to ask you to endeavour to get the rate from Gopalpur for Ceylon and Malabar ports reduced if possible to 10 annas per bag."

Extract of letter received from Messrs. A. APPALA NURSIAH CHETTY & Co., Berhampur, dated 4th August 1896.

"I beg to inform you that the rate of freight per bag of rice and paddy to Colombo and Malabar Coast has been settled 9 annas per bag from Cocanada. The shippers will have to pay 4 pies for insurance and 4 annas per bag from Kurada road and Berhampur on board at Cocanada."

"I therefore think that it would be better to wire to Calcutta on the matter and get the freight reduced to 9 or 10 annas per bag."

"Further particulars in person when we meet."

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From Messrs. F. J. V. MINCHIN & Co., to the Collector of Ganjám, dated Gopalpur, 24th September 1896, No. 15/644.

We beg to attach copy of telegram received from "Works," Simla, in reply to our telegram, copy of which we sent you, and here again repeat, and of our reply; and ask the Government of Madras will be pleased to forward copy of our letter to you with their support to our recommendation of extension of line to Gopalpur Branch, and to our protest against the East Coast Railway's attempt to rob Gopalpur of its export trade.

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Telegram to the Secretary, Imperial Railway Committee, dated 10th September 1896.

We beg sanction may be granted for the immediate extension of East Coast Railway from Berhampur to Gopalpur (Ganjám), nine miles only or from nearest point six miles only, shipments of grain alone this season over one million one hundred and forty-five thousand maunds, all carried by carts and imports some four thousand tons similarly conveyed; East Coast officials are working dead against some coast ports with object of securing everything for Cocanada in spite of Viceroy's promise to see fair play to all ports.

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Telegram from the Secretary to the Government of India, Public Works Department, dated Simla, 21st September 1896, No. 1400 R.C.

Your telegram, dated 10th September 1896. Please communicate your view in full regarding branch to Gopalpur and alleged unfair treatment by East Coast Railway by letter through Local Government in usual manner.

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Telegram to the Secretary to the Government of India, Public Works Department, dated Simla, 24th September 1896.

Your telegram No. 1400 R.C., simultaneously with telegram to you, we addressed Local Government fully through our Collector and also Bengal Government giving particulars of action of East Coast Railway at Gopalpur and Pooree; will now ask them to forward letters to you.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Madras, 3rd December 1896, No. 1011 R.

I am directed to forward a copy of a letter with enclosures from Messrs. F. J. V. Minchin & Co., an influential mercantile firm, addressed to the Collector of Ganjám.

2. A petition was received in January 1896 signed by Messrs. Minchin & Co. and other merchants in the Ganjám district praying for a branch line from Berhampur to Gopalpur.

3. They were informed that the line should be constructed by private enterprise, and that before the Government of Madras could pass any resolution on the petition, the probable return in traffic should be clearly shown by existing imports and exports.



| | Tons. | Rs. |
|---|---|---|
| Mds. | | |
| * 1,145,000 + 4,000 ... ... | | 12,53,960 |
| The rate for carriage of grain on the East Coast Railway is $\frac{1}{3}$ pies per maund mile. | | |
| Mds. | | |
| 1,254,000 @ $\frac{1}{3}$ pies per maund ... | | 2,177 |
| Add passenger traffic ... ... | | 2,177 |
| | | 4,354 |
| Gross receipts, say ... | | 4,300 |
| Take working expenses at 50 per cent. net receipts ... ... | | 2,150 |

Rupees 2,150 represent an interest of 3·07 per cent. on Rs. 70,000.

4. Taking the figures now submitted by Messrs. Minchin & Co., the traffic would give an interest of about 3 per cent. on a capital expenditure of Rs. 70,000 per mile, assuming working expenses at 50 per cent. of gross earnings and receipts from passenger traffic equal to those from goods.*

5. It seems probable that a branch if constructed in an economical manner could be made for that sum, and His Excellency the Governor in Council is prepared to recommend its construction by the East Coast Railway at the cost of Imperial funds.

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From the Under Secretary to the Government of India, Public Works Department, Railway Construction, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 19th January 1897, No. 108 R.C.

I am directed to acknowledge the receipt of your letter, No. 1011 R., dated 3rd December 1896, submitting for the orders of the Government of India, copy of a communication from Messrs. F. J. V. Minchin & Co. of Gopalpur in which they urge the early construction of a branch line to the East Coast State Railway from Berhampur to Gopalpur.

2. In reply I am to say that the Government of India understand that, before the East Coast State Railway was constructed, large quantities of rice were shipped in good seasons to Colombo and other Ceylon ports from Gopalpur and that Messrs. Minchin & Co. who were the Shipping Agents received a payment on each bag shipped. Also that when the East Coast State Railway was opened, the traffic of Cocanada largely increased with the result that might have been expected that more ships called at that port and that owing to competition freights were lowered, and that with these lowered freights it became profitable for the East Coast State Railway to quote rates to Cocanada which made it cheaper for merchants to ship *viâ* Cocanada than *viâ* Gopalpur.

3. It is further understood by the Government of India that merchants as a body do not complain but on the contrary are satisfied and that the only complaint made is that by Messrs. Minchin & Co. whose occupation as Shipping Agents at Gopalpur is, owing to these changes, less profitable than it formerly was.

4. Before taking any further steps in the matter, I am to enquire for the information of the Government of India whether the foregoing is a fair representation of the facts.

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No. 1002 C.

Referred to the Revenue Department for confirmation or otherwise of the representations made by the Government of India.

(Signed) F. D. FOWLER,
Officiating Joint Secretary.

19th February 1897.

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G.O., No. 664 R., dated 26th March 1897.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 2130, dated 22nd March 1897, on Government Order, Revenue Department, No. 540 R., dated 18th March 1897:—

Resolution—Mis. No. 2130, dated 22nd March 1897.

Recorded.

2. The following telegram will be sent to the Collector of Ganjám :—

"Expedite reply to Board's Proceedings, No. 1803, dated 10th March 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

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*Order*—No. 664 R., dated 26th March 1897.

Recorded.

(True Extract.)

(Signed) LIONEL DAVIDSON,
Under Secretary to Government.

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Recorded, pending further reply.

(Signed) F. D. FOWLER,
Officiating Joint Secretary.

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From the Assistant Secretary, Government of India, Public Works Department, Railway Construction, dated Calcutta, the 3rd March 1897, No. 108/1 R.C.

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From the Assistant Secretary, Government of India, Public Works Department, Railway Construction, dated Simla, the 10th April 1897, No. 108/2 R.C.

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From the Under Secretary to the Government of India, Public Works Department, Railway Construction, dated Simla, the 12th May 1897, No. 108/3 R.C.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 22nd May 1897, No. 370 R.

In reply to your reminder, No. 108/3 R.C., dated the 12th May 1897, in which you invite attention to your letter, No. 108-R.C., dated the 19th January 1897, I am directed to inform you that, pending the result of a report called for from the Port Officer, Madras, as to the relative value, from a nautical point of view, of Gopalpur and other east coast ports, it is thought inadvisable to reply to your reference as to the reliability or otherwise of Messrs. Minchin & Co.'s statements.

2. It is hoped that it may soon be possible to address the Government of India more fully upon the subject under reference.

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Memo. to Revenue Department No. 30 D., dated 27th April 1897.

The undersigned has the honour to request the favour of early reply to Public Works Department memorandum, No. 1002 C., dated 19th February 1897, as the Government of India is pressing for a reply which should reach Simla before 15th May, the date fixed for the consideration of all railway questions for the ensuing year.

(Signed) F. D. FOWLER,
Under Secretary to Government.



G.O., R. No. 817, Revenue, dated 28th April 1897.

*Read*—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 2829, dated 15th April 1897 :—

Read—the following letter from the Collector of Ganjám, Ref. No. 496-Eng., dated 26th March 1897 :—

With reference to Board's Proceedings, Mis. No. 1803, dated 10th March 1897, forwarding, for early report, letter of the Government of India (Public Works Department), Railway Construction, No. 108 R.C., dated 19th January 1897, and enclosures, calling for certain information in regard to petition from Messrs. F. J. V. Minchin & Co. of Gopalpur, regarding the construction of a branch railway to that port, I have the honour to state that it will necessarily take some time before I am in a position to submit an adequate report upon the whole scheme, as data regarding traffic and trade have to be obtained and their compilation will require some little time.

2. As regards the points more immediately raised in regard to the personal attitude of Messrs. Minchin & Co. in regard to the scheme, I have visited Gopalpur and tried to obtain as much information as possible, pending the compilation of reliable statistics.

3. I may state in the first instance that it is not true that the petition of Messrs. Minchin & Co. is a purely personal one affecting their interests only as there are other native merchants at Gopalpur, in addition to Messrs. Minchin & Co., who carry on a considerable trade at that port, both as commission agents and exporters and these have quite as much interest in the railway as Messrs. Minchin & Co. They equally claim that Gopalpur should be fairly treated with reference to Cocanada.

4. Messrs. Minchin & Co.'s business consists very largely of hemp, but the bulk of the rice is, so far as I can gather, shipped by native merchants either on sale or commission. Large quantities of rice used to be brought by canal to Ganjám and thence by road to Gopalpur, and this traffic continued for a long time after the opening of the East Coast Railway. Recently, however, the East Coast Railway, with the special object of catching this grain traffic and diverting it from its natural outlet to Cocanada, have reduced the through rate to Cocanada to such an extent as combined with a simultaneous reduction of freights on the part of the mercantile ring to render it cheaper to send grain to Cocanada than to Gopalpur. The East Coast Railway by this means is securing for itself a minimum rate of profit, and I believe that if a branch were made to Gopalpur, they could charge a much higher rate.

5. It is easy to see where this is leading to, and soon all this rice trade, which formerly found an outlet at Gopalpur, will, owing to the extreme partiality of the East Coast Railway for Cocanada, and the exceptionally favourable rates quoted for that port, be certainly diverted from this district to Cocanada. This trade will have been diverted not in its natural course but by artificial measures. Once diverted from Gopalpur and once established at Cocanada, the shipping ring will raise its freights, the railway will raise its through rates, but the trade will have left the district never to return.

6. The general body of native merchants would prefer a branch to Gopalpur. Messrs. Minchin & Co. sent in their petition as representative of the general body. Other merchants have large vested interests in Gopalpur and have much money in godowns and they dislike the export to Cocanada, as they cannot personally supervise the work at such a distance. They are bound to employ agents and lose the commission paid to those agents.

7. I request that the proposal may not be hastily condemned, and that Government as the controlling authority over the East Coast Railway may see fair play between the two ports of Gopalpur and Cocanada, and not have the latter exalted by means of artificial rate to the abasement of the former.

8. As for the trade which comes from the interior through Berhampur, and finds an outlet at Gopalpur, I doubt whether, even if a railway were constructed, that trade would be carried by rail, and whether the carts would break bulk at Berhampur for a journey of so short a distance. I cannot, however, express a decided opinion upon this point, or upon the financial prospect of the scheme, until I have full data and figures before me.

9. The railway has, I believe, been surveyed twice already, and whether or no estimates have been prepared I cannot say; but the line is one easy of construction and the physical features of the country present no difficulty.

10. The construction of such a line would be of special utility in the present season, as it will run through a part of the country which is badly provided for, so far as famine works are concerned and in which people show more tendency to come forward to work at low rate of wages than elsewhere. This, however, is another point and beside the main question. It would, however, be infinitely preferable as a project to the Ganjám-Gopalpur canal, which still remains in the famine programme.

11. As soon as I have collected sufficient data, I shall, if so directed, submit in full report upon the scheme. Though this district possesses three ports, yet there is no point in the East Coast Railway for the whole distance between Vizagapatam and Pooree at which the railway is in direct communication with any port. I consider that the interests of the district will be neglected unless the scheme is carefully examined in detail.

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Read—the following letter from Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), Triton Insurance Company, Imperial Fire Assurance Company, Lloyds, to the Collector of Ganjám, dated 26th March 1897 :—

In handing you our reply to your communication No. 496/Eng., dated $\frac{19th}{21st}$ March 1897, we take the opportunity of asking you to be good enough to express our respectful thanks to the Government of Madras for their recommendation and support in this matter.

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Enclosure.

From Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), Triton Insurance Company, Imperial Fire Assurance Company, Lloyds, to the Collector of Ganjám, dated Gopalpur, 26th March 1897.

With reference to your communication No. 496-Eng., dated $\frac{19th}{21st}$ March 1897, handing us copy of No. 108 R.C., Government of India, Public Works Department, Railway Construction, dated 19th January 1897, we have the honour to point out—

*Firstly.*—That the line need not necessarily go from Berhampur, as the main line itself is within six miles of Gopalpur.

*Secondly.*—It is quite true that before the East Coast Railway was constructed, large quantities of rice were shipped in good seasons to Ceylon from Gopalpur, but it is equally true that larger quantities go now owing to the facilities of getting the rice from Orissa by rail as far as Berhampur.

We receive no payment per bag as is stated, but as Agents of the British India Steam Navigation Company we are paid a commission on the steamer earnings.

It may be true that more ships have come to Cocanada, but it is equally true that many more have come to Gopalpur since the opening of the railway, but we have been handicapped by having to cart the produce from Berhampur because of the line not being permitted to run to Gopalpur.

The East Coast Railway may be within their rights in lowering the rates to Cocanada, but our contention is that they are not within their rights in offering to build godowns both at Pooree and Berhampur with the sole object of diverting the trade from Gopalpur, and we submit that this act of theirs was in distinct contravention of the promise of the Viceroy when in Madras that he would see fair play to all coast ports.

*Thirdly* —The merchants as a body do complain and have repeatedly urged on us to assist them in getting the line to Gopalpur. The fact is that, as is known to the officials, the natives of this district for many years have as a rule resorted to Mr. Minchin to get their grievances removed, and hence the prominence of our firm in this and other matters.

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Read also the following endorsement thereon, dated 27th March 1897, No. 580-Eng.

Copy forwarded to the Board of Revenue (Revenue Settlement) in continuation of this office letter, Ref. No. 496-Eng., dated 26th March 1897.

2. Messrs Minchin & Co. in their letter, which was received after I drafted my report, put the case fairly and temporately, and I request that time may be allowed for a detailed examination of the project before it is definitely rejected.



Regulation—Mis. No. 2829, dated 15th April 1897.

Forwarded to Government, Revenue Department, with reference to its endorsements No. 363 R., dated 23rd February 1897, and No. 540 R., dated 18th March 1897.

2. The Collector of Ganjám will be requested to submit, at an early date, the full report upon the scheme promised in the last paragraph of his letter No. 496, dated 26th March 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

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*Order*—R. No. 817, Revenue, dated 28th April 1897.

Transferred to the Public Works Department with reference to its No. 1002 C., dated 19th February 1897.

2. The further report referred to should, if possible, be submitted before the 3rd proximo.

(Signed) G. STOKES,
Ag. Secretary to Government.

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From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch to the Presidency Port Officer, Madras, dated 5th May 1897, No. 312 E.

I am directed to request that you will be good enough to furnish me, for the information of Government, with your views upon the subject of the comparative goodness of the East Coast ports from Masulipatam to Ganjám, inclusive, from a nautical point of view. Your reply might conveniently contain information regarding the cost of landing and shipping, and the tonnage that can be handled per day in the several ports, as well as any information you may possess on the subject of the relative cost, on the average, under ordinary condition of freights to and from Europe, for these ports, as compared with those of, say, Madras.

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Endorsement in the Revenue Department, dated 8th May 1897, Mis. No. 2319.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 3191, dated 6th May 1897.

*Read*—the following letter from the Collector of Ganjám, dated 27th April 1897, Dis. No. 792 Eng. :—

As directed in paragraph 2 of Board's Proceedings, Mis. No. 2829, dated 15th instant, I have the honour to submit, herewith, the further report called for in regard to the construction of a branch railway to Gopalpur.

2. I regret that I have been unable to obtain any statistics relating either to the road traffic between Berhampur and Gopalpur, the Ganjám-Chilka canal, or the export trade by rail from this district to Cocanada. I must therefore rely solely upon the figures of sea-borne trade at the ports of Gopalpur and Barwa.

3. In this connection I may note that it was recently proposed to abolish the port establishment at Barwa, at the same time as Pundi, but it was decided to retain Barwa as a port in consequence of the large amount of emigration therefrom to Burma.

4. Under the recent orders of Government all passengers proceeding by sea to Barwa have to be medically examined before embarkation and, as the nearest medical officer lives at Sompéta, some 5 miles distant, considerable inconvenience is caused. With Gopalpur connected by rail with Berhampur, this entire cooly traffic would find an outlet at Gopalpur where proper facilities exist, the port of Barwa could be closed and the cost of its establishment saved to Government.

From Barwa to Gopalpur would not be more than two hours journey by rail and but little trouble or expense would be caused to the emigrating coolies, while the East Coast Railway would gain some extra passenger traffic.

5. Statement A shows details for the last eleven years of the number and tonnage of steamers calling at Gopalpur, the number of emigrants and weight in maunds of imports and exports, respectively. It will be observed that (excluding liquids and some other articles) the average annual exports and imports have been 22,000 and 3,000 tons, respectively, while the average number of emigrants is 4,500. It is worthy of note that during the last two years, in spite of the preferential rates, and special advantages offered to Cocanada, yet the exports at Gopalpur are considerably above the average of the period before the railway was opened.

6. Statistics for the port of Baruva show that in the last ten years 48,654 passengers sailed for Baruva, or an average of 4,865 per annum. This, added to the existing emigration at Gopalpur, would give an average of over 9,365 emigrants per annum.

The export and import traffic at the port of Barwa is very insignificant and may be left out of all practical account.

7. I am not able to give any details of the actual cost of the construction of this branch, which has been twice surveyed. Some estimate has no doubt been framed; but the cost of construction should be small, the total length of the line not in excess of 7 miles.

8. I may note that Messrs. Minchin & Co. have already received a reply stating that the Government of India (Railway Department) is not prepared to accept their proposal for a branch line, on the ground that it *pays the Railway Company* better to direct trade to Cocanada over a longer lead at lower rates. I must submit that it is not a just policy for any department of State to adopt a system which looks merely to its own immediate profit without any consideration for vested interests, the convenience of the public and the natural course of trade. If the matter is left merely to the Railway Department to decide, then of course Gopalpur has no hope. But I trust that the matter may be carefully examined by other than interested parties, and with reference to other conditions than that of mere profit, with due regard for the interests of the public. It is not just to Ganjám or its inhabitants that the ports along its coast should be not only left out in the cold, but deliberately obstructed by the present policy of the Railway authorities, when the neighbouring districts of Cuttack, Vizagapatam and Gódávari have proper communication between the railway and their ports.

—

Statement showing the exports and Imports, the number and tonnage of steamers that called at Gopalpur and the number of emigrants that embarked to Burma and elsewhere during the past eleven years.

| Years. | Number of steamers called at Gopalpur. | Tonnage. | Number of emigrants to Burma and elsewhere. | Weight * of exports. | Weight * of imports. |
|---|---|---|---|---|---|
| | | | | tons. | tons. |
| 1886-87 .. .. .. .. | 129 | 171,581 | 880 | 35,641 | 1,372 |
| 1887-88 .. .. .. .. | 140 | 190,305 | 2,951 | 28,122 | 1,064 |
| 1888-89 .. .. .. .. | 149 | 207,331 | 4,670 | 7,733 | 2,707 |
| 1889-90 .. .. .. .. | 141 | 206,666 | 4,228 | 6,192 | 6,874 |
| 1890-91 .. .. .. .. | 155 | 213,892 | 7,074 | 20,963 | 7,525 |
| 1891-92 .. .. .. .. | 150 | 223,403 | 10,309 | 21,027 | 3,622 |
| 1892-93 .. .. .. .. | 145 | 213,949 | 8,172 | 13,279 | 2,952 |
| 1893-94 .. .. .. .. | 140 | 221,270 | 2,844 | 17,564 | 2,806 |
| 1894-95 .. .. .. .. | 137 | 202,363 | 2,286 | 13,215 | 2,620 |
| 1895-96 .. .. .. .. | 124 | 187,179 | 1,988 | 43,463 | 2,058 |
| 1896-97 .. .. .. .. | 114 | 172,453 | 4,264 | 32,825 | 1,244 |
| Total .. | .. | .. | 40,666 | 240,029 | 34,844 |

* Excludes weight of liquors and some other articles, the weight of which is not required in the returns from which these figures are complied.



Read—also G.O., No. 817, Revenue, dated 28th April 1897.

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*Resolution.*—Mis. No. 3191, dated 6th May 1897.

Submitted to Government, Revenue Department, in continuation of Board's Proceedings, Mis. No. 2829, dated 15th April 1897, and with reference to paragraph 2 of the Government order read above.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

—

Endorsement, Mis. No. 2319, Revenue.

Transferred to the Public Works Department in continuation of endorsement No. 817 R., dated 28th April 1897.

(Signed) G. STOKES,
Ag. Secretary to Government.

8th May 1897.

—

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Presidency Port Officer, dated Madras 19th May 1897, No. 344 E.

In continuation of this office letter, No. 312 E., dated the 5th May 1897, I am now desired to enclose a copy of a note on the subject of the port of Ganjám by Mr. F. J. E. Spring, Officiating Consulting Engineer for Railways with this Government and to request the favour of an expression of your opinion thereon, with special reference to the relative advisiability of connecting this port or that of Gopalpur with the East Coast Railway in order that the general trade interest of the Presidency may best be served.

—

Enclosure.

Note by the Officiating Consulting Engineer for Railways, on the Port of Ganjám, dated 4th May 1897.

While waiting for a reply to the enquiries addressed, under His Excellency's and Honourable Members' instructions, to the Presidency Port Officer, in connection with the proposed branch to Gopalpur port, I should like to secure His Excellency's and Honourable Members' attention to the remarks that I have to make about the neighbouring port of Ganjám.

When I was managing the East Coast Railway at the end, I think, of 1892 or early in 1893, I had to make arrangements for the delivery of a whole shipload of rails, 3,000 tons, I think, for the northern end of the line. The non-completion of the Rushikulya bridge, and the almost prohibitive rates asked by Minchin & Co. of Gopalpur, for landing the very awkward 30 feet rails in masullah boats, compelled me to look about for some better way. So I bargained with Hall, Wilson & Co of Cocanada, and they arranged with the skipper of the big steamer to tow up a lot of Hall, Wilson's Cocanada cargo boats to *Ganjám port*. If I recollect right, Ganjám had ceased to be a "port" for some years, and I induced this Government to agree to again gazette it under the Port Act. (I speak from memory.)

The result was that we made a most successful job of the landing of this large consignment, and Hall, Wilson & Co. and the ships' skipper and I myself were greatly impressed with the special advantages possessed by this neglected port.

The Rushikulya river enters, at Ganjám, a large backwater, like the Ennur backwater, separated from the sea by a narrow sandspit. This sandspit has an opening in it, which changes its position from time to time, and in the opening is, of course, the usual sandy bar. But I had the bar well sounded, and Hall, Wilson & Co. had no difficulty in getting their 20 to 40 ton cargo boats through the opening, usually, I think, under sail, as there was a "soldier's wind" at that time of year that carried them in as well as out. I think, also, that they had a steam launch.

Once inside the opening the boats could discharge alongside the railway at their leisure in deep and perfectly still water. I had arranged for a siding of, I think, 1½ or 2 miles long to the deep backwater and had built a jetty with cranes, &c., all of course, quite temporary.

This port (Ganjám) is far better, potentially, than Gopalpur ever can be. But unfortunately it has no firm of merchants, or godowns, and the white elephant; the screw jetty, is unluckily at Gopalpur instead of at Ganjám. It would take very little to make the opening in the sandspit permanently available for Cocanada class boats. The great advantage that Ganjám has, is having the considerable river (the Rushikulya) at the back of it, to open its bar periodically.

The object of this note is not to suggest any action in connection with the Railway programme, but to leave something on record which may possibly be useful hereafter if the question of Ganjám *versus* Gopalpur should ever crop up.

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From the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 24th July 1897, No. 1856/279 G.

With reference to the instructions contained in Marine Department letter, No. 312 E., dated 5th May 1897, I have the honour to forward, herewith, a statement showing the ports of the East Coast from Madras northwards, arranged according to their comparative goodness from a nautical point of view.

2. It will be noticed that Bimlipatam is placed before Vizagapatam, Calingapatam before Gopalpur, and Masulipatam at the bottom of the list, and the reason for placing the first-named ports in this order is, that at Bimlipatam landing and shipping operations can be carried on with less chances of interruption than at Vizagapatam where the state of the bar at times obstructs the egress and ingress of boats.

3. Of course, it is to be understood that, should the proposed harbour works be ever carried out at Vizagapatam, the position of the port in respect to landing and shipping operations will be completely altered.

4. Owing to the exposed position of Gopalpur, landing and shipping operations are frequently interrupted, and this is seldom the case at Calingapatam.

5. The distance at which vessels calling at Masulipatam have to anchor from the mouth of the river, and the exposed position of the anchorage, render this port the least attractive of all the coast ports to shipping.

6. Though the report called for has reference, I take it, to the superior ports, the minor ports of Baruva and Ganjám have been included, as they both offer special advantages to shipping, for vessels can anchor at both places within a reasonable distance of the shore.

7. As the East Coast Railway has a station not far from Baruva, this port is likely to become a favourite place for the embarkation of native passengers. During the last year, upwards of 10,825 have embarked and landed at this port.

8. Ganjám again is a port at which landing and shipping operations could be carried on with much greater facility than at Gopalpur; but owing, probably, to the great mortality which occurred in 1815, the trade of the port has completely dwindled away—a special report on this port forms the subject of a separate communication.



| — | Madras. | Cocanada. | Bimlipatam. | Vizagapatam. | Calingapatam. | Baruva. | Ganjám. | Gopalpur. | Masulipatam. |
|---|---|---|---|---|---|---|---|---|---|
| Tonnage that can be handled in a day. | 1,250 tons on ordinary days<br>2,500 tons on busy days. | 600 tons in a day .. | 400 to 500 tons in a day. | 250 to 300 tons in a day.<br>800 tons manganese ore. | 600 tons in a day .. | .. | .. | 800 tons of grain cargo. | 400 tons in a day. |
| Landing charges .. | If done with the help of cranes Rs. 2–5–0 per ton.<br>If cranes not used Rs. 2–1–0 per ton. | Varies from As. 14 per ton for bags to Rs. 2 per ton for heavy weights. | British Indian Steamer Agents charges Rs. 3 per ton. | Rs. 2 per ton | By Steamer Agents Rs. 3 to 4 per 1½ tons.<br>By others Re. 1 per 1½ tons. | .. | .. | As. 12 per ton and special rates for heavy weights. | As. 7 per ton for bags. |
| Shipping charges .. | Same rates as for landing | Same rates as for landing. | Shipments made by merchants, charges As. 8 per ton. | Rs. 2 per ton .. | Same rates as for landing. | .. | .. | Same rates as for landing. | As. 3 per ton. |
| For Europe .. | By "Clan Line."<br>s. d.<br>Skins, &c. 45 0<br>Cotton .. 25 0<br>Cloth .. 45 0<br>Indigo .. 62 6<br>Coffee .. 33 9<br>Ground-nuts and seeds, &c. 22 6<br>Jaggery. 20 0<br>Silk, wool fibre, gum, &c. ..<br>Cinchona bark .. | By B.I.S.N. Co.<br>s. d.<br>50 0<br>22 6<br>..<br>62 6<br>33 9<br>30 to 40 s.<br>..<br>40 0<br>33 9 | For jaggery, seeds, &c., 25 s. per ton.<br>For other goods as per Madras schedule. | Ranges from 15 to 50 s. per ton. | Varies from Rs. 19 to 30 per ton. | .. | .. | 40 s. per ton of 40 cubic feet. | No direct trade with Europe. |
| From Europe .. | Information not available, the mercantile firms who were asked to supply it not having done so. | 35 s. per ton for ordinary merchandise other than railway materials. | By "Clan Line."<br>s. d.<br>Indigo .. 62 6<br>Horns .. 30 0<br>Bag cargo .. 22 6<br>By B.I.S.N.Co.<br>On an average about 90 s. per ton, transhipment at Madras. | Ranges from 16 s. to 42 s. 6 d. | Information not available, the mercantile firms who were asked to supply it not having done so. | .. | .. | 40 s. per ton of 40 cubic feet. | No direct trade with Europe. |

H. A. STREET, Commander R.I.M.,
Presidency Port Officer.

51

From the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 24th July 1897, No. 1856/280 G.

In reply to Marine Department letter, No. 344 E., dated 19th May 1897, and with respect to the copy of a note regarding the port of Ganjám by the Officiating Consulting Engineer for Railways, I have the honour to acquaint you, for the information of Government, that the natural advantages offered by the port of Ganjám for landing and shipping operations have long been known, and that the only reason I can assign for Gopalpur having been selected as a port in preference by the mercantile community is the reputation the former port has had for unhealthiness ever since 1815, when a large proportion of the population was carried off by fever. Whether sickness of such a virulent nature is likely to break out again or not, I am unable to say, but since I have held the post of Presidency Port Officer, no report of the port being unhealthy from any cause has reached me, but this may be owing to few people residing in it. It seems to me that, should the port be connected by railway with Gopalpur, the great advantages it offers over the latter port for landing and shipping cargo should cause the mercantile community to use it; but, of course, much depends on the healthiness of the place.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 17th August 1897, No. 568 R.

In continuation of the correspondence ending with my letter, No. 370 R., dated the 22nd May 1897, I am directed to forward, for the information of the Government of India, copies of two letters from the Presidency Port Officer, Madras, Nos. 1856/279 G. and 1856/280 G., both dated the 24th July 1897. The information contained in the former of these letters is of general interest in connection with correspondence on the subject of railway connection with East Coast ports, and especially on that of the proposed Masulipatam-Bezwada Railway. The latter of the two letters relating to the superior advantages of the port of Ganjám, as compared with that of Gopalpur, has led this Government to decide not to press for the construction of the proposed branch to Gopalpur at the coming Railway conference. It is hoped that before the conference of 1898, it may be found possible to express a decided opinion upon the subject, which is really one of comparatively no particular urgency.

2. In order that the Government of India may be in possession of full information on the subject under discussion, I am desired, in compliance with the wish expressed in your No. 108 R.C., dated the 19th January 1897, to enclose, for the information of the Government of India, a copy of a letter from the Collector of Ganjám, No. 496, dated the 26th March 1897, as well as a letter of the same date addressed to the Collector by Messrs. F. J. V. Minchin & Co., but said by the Collector to have reached him after his own letter had been drafted and to be a fair and temperate statement of the case. A copy of the Officiating Consulting Engineer's note, dated the 4th May 1897, to which the Presidency Port Officer refers in his letter about the possibilities of Ganjám as a port, is also enclosed for information.

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From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 10th September 1897, No. 1502 R.C.

I am directed to acknowledge the receipt of your letter, No. 568 R., dated 17th August 1897, forwarding, for the information of the Government of India, copy of correspondence regarding the relative merits of the East Coast ports, together with copy of further correspondence on the subject of the proposed branch to the East Coast Railway from Berhampur and Gopalpur.



2. With reference thereto, I am to say that in view of the uncertainty as to the amount of traffic that will be dealt with, and which of the local ports will best serve the district of Ganjám, the Government of India agree with the Government of Madras that no branch to any port in that district should be undertaken at present, and I am to add that they would be glad to be furnished with a full report on these two points as early as practicable.

3. I am also to request that Messrs. F. J. V. Minchin & Co. may be informed of the conclusion arrived at by the Government of India.

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Order—No. 722 R., dated 23rd September 1897.

Communicated to the Consulting Engineer for Railways and the Marine Department, for information; also to the Collector of Ganjám, for information and communication to Messrs. F. J. V. Minchin & Co.

2. The Collector of Ganjám and the Manager, East Coast Railway, are requested to favour this Government with the report called for in paragraph 2 of the letter from the Government of India, No. 1502 R.C., dated 10th September 1897.

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.
" Marine Department.
" Collector of Ganjám.
" Revenue Department.
" Manager, East Coast Railway.
"

Exd. T. K. Narayana Aiyangar.

RAILWAY.

# Government {1897} of Madras.

## PUBLIC WORKS.

Recd. } 1897. Enclosures

Regd. } Spare copies

**G.O., No. 722 R., 23rd September 1897.**

ko Gs atlas 25-11-97

communicated to Presidency Post Office. (sd) W. Bde W. W.

the P.P.O.

**SEPTEMBER.**

### East Coast Railway

Correspondence ending with Government of India letter stating that they agree with the Government of Madras that no branch from the East Coast Railway to any port in the Ganjám district should be undertaken at present, communicated to the officers and department concerned; and the Collector and the Manager of the Railway requested to report as to the amount of traffic that will be dealt with and as to which of the local ports will best serve the district of Ganjám.

700—15-8-96.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following papers :—

G.O., No. 150 R., dated 22nd February 1896.

Read—the following letter from the Collector of Ganjám, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated 2nd January 1896, Dis. No. 30/Eng.:—

The enclosed memorial to His Excellency the Governor of Madras having been adopted at a public meeting held in Berhampur on 3rd December 1895, I have the honour, at the request of the Chairman of the meeting, to forward it for the consideration of His Excellency.

2. In my opinion the request of the memorialists merits consideration.

3. The East Coast Railway when completed to Cuttack will serve no seaport north of Vizagapatam except Puri which is, I understand, a dangerous and altogether unsatisfactory port. I am aware, of course, that Railway administrators consider it is to their advantage to have long leads over which to carry goods, and may therefore be opposed to the affording of facilities for export from Gopálpur; but it seems to me it is exceedingly likely that if a branch line to Gopálpur were opened, the railway would get the carriage of goods which they will not get now at all.

4. If produce has to be sent some distance to one of the smaller stations, then railed to Berhampur and again put on carts there and taken to Gopálpur, merchants will find it cheaper and more convenient to send it all the way to Gopálpur by cart, so long as the distance is not very great.

5. There can, I think, be little doubt that the construction of a feeder line to Gopálpur would considerably increase local traffic.

6. Whether the increased traffic thus brought about would pay the railway better than the receipts for fewer goods carried over longer distances, is a matter on which I cannot offer an opinion. There is no doubt however that the feeder line asked for would be for the benefit of the producers and merchants of these parts.

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ENCLOSURES.

RESOLUTIONS passed at the public meeting held at the Kallikota Rajah's Club, Berhampur, on 3rd December 1895.

1. Proposed by Mr. F. J. V. Minchin and seconded by Mr. D. V. Ramiah Pantulu—

"That Mr. J. Bowman take the chair."

Carried.

2. Proposed by Mr. A. Flecher and seconded by Mr. A. Appalanarasiah Chetti—

"That in the opinion of this meeting, it is highly desirable that the important port of Gopálpur be connected with the East Coast Railway by a branch line from Berhampur; and that such at line will be profitable alike to the Government and the public."

Carried.



3. Proposed by Mr. M. L. Narasingarow Pantulu and seconded by Mr. Soudagar Sheik Abdul Kaudir Saheb—

"That the accompanying draft memorial to His Excellency the Governor in Council be adopted."

Carried.

4. Proposed by Mr. Yerrmalli Subbarow Pantulu and seconded by Mr. Tutika Basavaraju—

"That a copy of the memorial be forwarded to the Manager and to the Traffic Manager, East Coast Railway, for favour of support."

Carried.

5. Proposed by Mr. Abdul Kawder Saheb and seconded by Mr. Nur Mahomed Saheb—

"That a committee be formed of the following gentlemen to give effect to the resolutions passed at this meeting :—

(1) Mr. J Bowman.
(2) " A. Appalanarasiah Chetti.
(3) " M. L. Narasingarow Pantulu.
(4) " Y. Subbarow Pantulu
(5) " Soudagar Sheik Abdul Kaudir Saheb."

Carried.

6. Proposed by Mr. W. L. Venkataramiah and seconded by Mr. G. V. Ramadoss Pantulu—

"That this meeting place on record their sense of the excellent work done in this place by Mr. Viswanath, Station Master, Berhampur, in a manner highly satisfactory alike to the employees and the public; that this meeting learn with regret of his intended transfer; and that this meeting do memorialise the Traffic Superintendent, East Coast Railway, to retain Mr. Viswanath in this the largest and most important station in the district."

Carried.

7. Proposed by Mr.P. Venkannah Pantulu and seconded by Mr.K.S. Kothandarama Iyer—

"That a vote of thanks be accorded to Mr. Bowman for kindly consenting to preside."

Carried.

(Signed) J. BOWMAN,
Chairman.

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Memorial of the merchants and others of Berhampur, in Ganjám district, to His Excellency the Governor.

MOST RESPECTFULLY SHOWETH—That the people of these parts are highly thankful that the East Coast Railway has been at last opened up to Rambha, and are eagerly looking forward to the time when it will be extended to Cuttack.

2. That your Excellency's humble memorialists, in common with others, are sanguine that trade will be stimulated, and that the produce of these parts will find easier access to seaport towns for purposes of export trade.

3. That the construction of a branch line to Gopálpur beach is very highly desirable, for the following among other reasons, viz.:—

(*a*) that Gopálpur is and long has been a port of considerable importance with much export and import trade;

(*b*) that export of rice and sundry other articles from this district at this port has been going on to the extent of 300,000 bags or more every year;

(*c*) that with the complete opening of the Rushikulya project a large increase in the cultivation and exportation of paddy must naturally take place, as the ryots, besides having a sure source of irrigation for their usual crop, will also raise a second crop;

(*d*) that the bandy-hire from Berhampur to Gopálpur in ordinary seasons amounts to about 1½ annas per bag and exceeds this rate in the rainy and cultivation seasons.

(*e*) that even at first-class rate the railway fare to Gopálpur from the junction station will not exceed 4 pies per bag; that a branch line to Gopálpur will secure not only this traffic, but also the further traffic that the increased facilities of transport and reduced charges are sure to create;

(*f*) that the large quantity of produce that now stagnates between Chicacole and Berhampur will also find its way to Gopálpur port;

(*g*) that steamers anchor very close to the shore at Gopálpur, and the port at Puri is unsafe, while loading and unloading cargo at False Point besides being very costly are beset with much difficulty and delay, and that for these reasons a good part of the produce of Puri and Cuttack that now finds its way to these latter ports will be diverted to Gopálpur; so that of the 18 lakhs or more of bags that annually leave those ports, the greater portion may be calculated upon being diverted to Gopálpur port;

(*h*) that Gopálpur port occupies a central position between Chicacole and Cuttack;

(*i*) that the landings at Gopálpur will also increase correspondingly;

(*j*) that as Gopálpur contains many pucka and spacious godowns belonging to merchants, they would naturally prefer to have all their export and import trade conducted at Gopálpur;

(*k*) that though occasionally the surf may be so high as not to allow of shipping or discharging of goods from steamers Gopálpur is practically a very safe port, and is excellent and quite safe during the busy season; and even when the weather is rough, shipping operations are as a rule carried on without much difficulty, as may be ascertained from the steamer agents there.

4. That for these reasons a branch line to Gopálpur is highly essential.

5. That a line from Berhampur to Gopálpur beach is not likely to be much over 6 miles, and will pay its way.

6. That it is at the same time desirable to give the benefit of reduced rates of traffic for goods passing along the line from Cuttack and Chicacole road, respectively, to Gopálpur.

Your Excellency's memorialists therefore pray that your Excellency will be graciously pleased to look with favour upon the proposal and order the construction of a branch line to Gopálpur port, and add one more to the numerous acts of usefulness and beneficeuce that have characterised your Excellency's *régime*.

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No. 193.

Transferred to the Manager, East Coast Railway, for favour of report as to the desirability of the proposed line from the railway point of view.

21st January 1896.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

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From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 4th February 1896, No. 994.

In reply to your No. 193, dated 21st January 1896, I have the honour to state that in my opinion the financial prospects of a branch line to Gopálpur are not at present sufficient to justify my recommending its construction as a State Railway to Government and the prospects will I consider be worse as soon as the East Coast Railway is in direct communication by rail with Calcutta.

2. I should not oppose the construction of the branch by private enterprise.

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*Order*—No. 150 R., dated 22nd February 1896.

The memorialists will be informed that if a line of railway be constructed to the port of Gopálpur, it should be done by private enterprise and before this Government can pass any resolution thereon, the probable return in traffic should be clearly shown by existing exports and imports.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., Railway Branch.



From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to Messrs. F. J. V. MINCHIN & Co., Gopalpur, dated 2nd November 1896, No. 3836/C.

With reference to your letter, No. 15/644, dated 24th September 1896, to the address of C. G. Weir, Esq., Collector of Ganjám, I am directed to request you will be so good as to furnish this Government with a copy of your letter referred to in your telegram to the Government of India, dated 24th September 1896.

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From Messrs. F. J. V. MINCHIN & Co., Gopalpur, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated 6th November 1896, No. 15/772.

We have the honour to acknowledge, with thanks, receipt of your letter, No. 3836 C., dated 2nd instant, and as desired beg to hand you herewith enclosed copy of our letter, No. 15/597, dated 11th September 1896, to C. J. Weir, Esq., referred to in our telegram to the Government of India, dated 24th September 1896.

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Enclosures.

From Messrs. F. J. V. MINCHIN & Co., Gopalpur, to the Collector of Ganjám, dated 11th September 1896, No. 15/597.

We take the opportunity of your visit to the seat of Government to ask you to bring to the notice of His Excellency the Governor the way our district has been treated in respect of railway communication in its whole length, the line has not been allowed to touch at a single port. Neither at Calingapatam in the south nor Gopalpur in the north. We urged on Government last year, through you, the great necessity of a line to Gopalpur only six miles from the railway, and only nine miles from Berhampur. Last year the exports of grain amounted to five hundred thousand maunds, this year they have exceeded a million one hundred and forty-five thousand maunds to say nothing of a heavy import trade, but it appears to be the policy of the East Coast authorities to work the line north of Cocanada, exclusively for the benefit of Cocanada, as will be seen from the extract of letters we have received from the principal merchants of the port. We would point out, this is in direct contravention of the promise made by the Viceroy in December last when in Madras, viz., that he would see fair play between all the ports. If this scheme were carried out, Ganjám would lose all the revenue now derived from exports of rice to Colombo.

We would urge the line should at once be made to the beach at Gopalpur in time for next season's crop, the carriage of over a million maunds grain, and several thousand tons of imports should surely give an ample return for a line at most only nine miles in length.

We have sent the following telegram to the Departmental Committee on railways now sitting in Simla, and we feel therefore confident if His Excellency gives us his support the supreme Government will not stand in the way:—

Telegram, dated 10th September 1896.

"We beg sanction may be granted for the immediate extension of East Coast Railway from Berhampur to Gopalpur (Ganjám), nine miles only, or from nearest point six miles only, shipment of grain alone this season over one million one hundred and forty-five thousand maunds, all carried by carts and imports some from thousand tons similarly conveyed. East Coast officials are working dead against some coast ports with object of securing everything for Cocanada in spite of Viceroy's promise to see fair play to all ports."

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Extract of letter received from TUTICA BASSAVARAJU GARU, Merchant, Gopalpur, dated 4th August 1896.

"Mr. Pope, the Traffic Manager of East Coast Railway, has been to Berhampur and called a meeting of the principal merchants of the place and he offered to carry all our rice by rail for shipment at Cocanada for Malabar Coast ports at the rate of Rs. 1-0-4 per bag, including all charges, and he tried to induce us to make trial shipment."

"He also promised to build large sheds at the station to store the rice so booked."

"As we have no wish to ship, *viâ* Cocanada, I write to ask you to endeavour to get the rate from Gopalpur for Ceylon and Malabar ports reduced if possible to 10 annas per bag."

Extract of letter received from Messrs. A. APPALA NURSIAH CHETTY & Co., Berhampur, dated 4th August 1896.

"I beg to inform you that the rate of freight per bag of rice and paddy to Colombo and Malabar Coast has been settled 9 annas per bag from Cocanada. The shippers will have to pay 4 pies for insurance and 4 annas per bag from Kurada road and Berhampur on board at Cocanada."

"I therefore think that it would be better to wire to Calcutta on the matter and get the freight reduced to 9 or 10 annas per bag."

"Further particulars in person when we meet."

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From Messrs. F. J. V. MINCHIN & Co., to the Collector of Ganjám, dated Gopalpur, 24th September 1896, No. 15/644.

We beg to attach copy of telegram received from "Works," Simla, in reply to our telegram, copy of which we sent you, and here again repeat, and of our reply; and ask the Government of Madras will be pleased to forward copy of our letter to you with their support to our recommendation of extension of line to Gopalpur Branch, and to our protest against the East Coast Railway's attempt to rob Gopalpur of its export trade.

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Telegram to the Secretary, Imperial Railway Committee, dated 10th September 1896.

We beg sanction may be granted for the immediate extension of East Coast Railway from Berhampur to Gopalpur (Ganjám), nine miles only or from nearest point six miles only, shipments of grain alone this season over one million one hundred and forty-five thousand maunds, all carried by carts and imports some four thousand tons similarly conveyed; East Coast officials are working dead against some coast ports with object of securing everything for Cocanada in spite of Viceroy's promise to see fair play to all ports.

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Telegram from the Secretary to the Government of India, Public Works Department, dated Simla, 21st September 1896, No. 1400 R.C.

Your telegram, dated 10th September 1896. Please communicate your view in full regarding branch to Gopalpur and alleged unfair treatment by East Coast Railway by letter through Local Government in usual manner.

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Telegram to the Secretary to the Government of India, Public Works Department, dated Simla, 24th September 1896.

Your telegram No. 1400 R.C., simultaneously with telegram to you, we addressed Local Government fully through our Collector and also Bengal Government giving particulars of action of East Coast Railway at Gopalpur and Pooree; will now ask them to forward letters to you.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Madras, 3rd December 1896, No. 1011 R.

I am directed to forward a copy of a letter with enclosures from Messrs. F. J. V. Minchin & Co., an influential mercantile firm, addressed to the Collector of Ganjám.

2. A petition was received in January 1896 signed by Messrs. Minchin & Co. and other merchants in the Ganjám district praying for a branch line from Berhampur to Gopalpur.

3. They were informed that the line should be constructed by private enterprise, and that before the Government of Madras could pass any resolution on the petition, the probable return in traffic should be clearly shown by existing imports and exports.



| MDS. | TONS. | | RS. |
|---|---|---|---|
| * 1,145,000 | + 4,000 | ... ... | 12,53,960 |
| The rate for carriage of grain on the East Coast Railway is $\frac{1}{3}$ pies per maund mile. | | | |
| MDS. | | | |
| 1,254,000 @ $\frac{1}{3}$ pies per maund | | ... | 2,177 |
| Add passenger traffic | | ... ... | 2,177 |
| | | | 4,354 |
| | | Gross receipts, say ... | 4,300 |
| Take working expenses at 50 per cent. net receipts | | ... ... | 2,150 |
| Rupees 2,150 represent an interest of 3·07 per cent. on Rs. 70,000. | | | |

4. Taking the figures now submitted by Messrs. Minchin & Co., the traffic would give an interest of about 3 per cent. on a capital expenditure of Rs. 70,000 per mile, assuming working expenses at 50 per cent. of gross earnings and receipts from passenger traffic equal to those from goods.*

5. It seems probable that a branch if constructed in an economical manner could be made for that sum, and His Excellency the Governor in Council is prepared to recommend its construction by the East Coast Railway at the cost of Imperial funds.

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From the Under Secretary to the Government of India, Public Works Department, Railway Construction, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 19th January 1897, No. 108 R.C.

I am directed to acknowledge the receipt of your letter, No. 1011 R., dated 3rd December 1896, submitting for the orders of the Government of India, copy of a communication from Messrs. F. J. V. Minchin & Co. of Gopalpur in which they urge the early construction of a branch line to the East Coast State Railway from Berhampur to Gopalpur.

2. In reply I am to say that the Government of India understand that, before the East Coast State Railway was constructed, large quantities of rice were shipped in good seasons to Colombo and other Ceylon ports from Gopalpur and that Messrs. Minchin & Co. who were the Shipping Agents received a payment on each bag shipped. Also that when the East Coast State Railway was opened, the traffic of Cocanada largely increased with the result that might have been expected that more ships called at that port and that owing to competition freights were lowered, and that with these lowered freights it became profitable for the East Coast State Railway to quote rates to Cocanada which made it cheaper for merchants to ship *viâ* Cocanada than *viâ* Gopalpur.

3. It is further understood by the Government of India that merchants as a body do not complain but on the contrary are satisfied and that the only complaint made is that by Messrs. Minchin & Co. whose occupation as Shipping Agents at Gopalpur is, owing to these changes, less profitable than it formerly was.

4. Before taking any further steps in the matter, I am to enquire for the information of the Government of India whether the foregoing is a fair representation of the facts.

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No. 1002 C.

Referred to the Revenue Department for confirmation or otherwise of the representations made by the Government of India.

(Signed) F. D. FOWLER,
Officiating Joint Secretary.

19th February 1897.

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G.O., No. 664 R., dated 26th March 1897.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 2130, dated 22nd March 1897, on Government Order, Revenue Department, No. 540 R., dated 18th March 1897:—

Resolution—Mis. No. 2130, dated 22nd March 1897.

Recorded.

2. The following telegram will be sent to the Collector of Ganjám :—

"Expedite reply to Board's Proceedings, No. 1803, dated 10th March 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

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*Order*—No. 664 R., dated 26th March 1897.

Recorded.

(True Extract.)

(Signed) LIONEL DAVIDSON,
Under Secretary to Government.

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Recorded, pending further reply.

(Signed) F. D. FOWLER,
Officiating Joint Secretary.

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From the Assistant Secretary, Government of India, Public Works Department, Railway Construction, dated Calcutta, the 3rd March 1897, No. 108/1 R.C.

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From the Assistant Secretary, Government of India, Public Works Department, Railway Construction, dated Simla, the 10th April 1897, No. 108/2 R.C.

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From the Under Secretary to the Government of India, Public Works Department, Railway Construction, dated Simla, the 12th May 1897, No. 108/3 R.C.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 22nd May 1897, No. 370 R.

In reply to your reminder, No. 108/3 R.C., dated the 12th May 1897, in which you invite attention to your letter, No. 108-R.C., dated the 19th January 1897, I am directed to inform you that, pending the result of a report called for from the Port Officer, Madras, as to the relative value, from a nautical point of view, of Gopalpur and other east coast ports, it is thought inadvisable to reply to your reference as to the reliability or otherwise of Messrs. Minchin & Co.'s statements.

2. It is hoped that it may soon be possible to address the Government of India more fully upon the subject under reference.

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Memo. to Revenue Department No. 30 D., dated 27th April 1897.

The undersigned has the honour to request the favour of early reply to Public Works Department memorandum, No. 1002 C., dated 19th February 1897, as the Government of India is pressing for a reply which should reach Simla before 15th May, the date fixed for the consideration of all railway questions for the ensuing year.

(Signed) F. D. FOWLER,
Under Secretary to Government.



G.O., R. No. 817, Revenue, dated 28th April 1897.

*Read*—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 2829, dated 15th April 1897 :—

Read—the following letter from the Collector of Ganjám, Ref. No. 496-Eng., dated 26th March 1897 :—

With reference to Board's Proceedings, Mis. No. 1803, dated 10th March 1897, forwarding, for early report, letter of the Government of India (Public Works Department), Railway Construction, No. 108 R.C., dated 19th January 1897, and enclosures, calling for certain information in regard to petition from Messrs. F. J. V. Minchin & Co. of Gopalpur, regarding the construction of a branch railway to that port, I have the honour to state that it will necessarily take some time before I am in a position to submit an adequate report upon the whole scheme, as data regarding traffic and trade have to be obtained and their compilation will require some little time.

2. As regards the points more immediately raised in regard to the personal attitude of Messrs. Minchin & Co. in regard to the scheme, I have visited Gopalpur and tried to obtain as much information as possible, pending the compilation of reliable statistics.

3. I may state in the first instance that it is not true that the petition of Messrs. Minchin & Co. is a purely personal one affecting their interests only as there are other native merchants at Gopalpur, in addition to Messrs. Minchin & Co., who carry on a considerable trade at that port, both as commission agents and exporters and these have quite as much interest in the railway as Messrs. Minchin & Co. They equally claim that Gopalpur should be fairly treated with reference to Cocanada.

4. Messrs. Minchin & Co.'s business consists very largely of hemp, but the bulk of the rice is, so far as I can gather, shipped by native merchants either on sale or commission. Large quantities of rice used to be brought by canal to Ganjám and thence by road to Gopalpur, and this traffic continued for a long time after the opening of the East Coast Railway. Recently, however, the East Coast Railway, with the special object of catching this grain traffic and diverting it from its natural outlet to Cocanada, have reduced the through rate to Cocanada to such an extent as combined with a simultaneous reduction of freights on the part of the mercantile ring to render it cheaper to send grain to Cocanada than to Gopalpur. The East Coast Railway by this means is securing for itself a minimum rate of profit, and I believe that if a branch were made to Gopalpur, they could charge a much higher rate.

5. It is easy to see where this is leading to, and soon all this rice trade, which formerly found an outlet at Gopalpur, will, owing to the extreme partiality of the East Coast Railway for Cocanada, and the exceptionally favourable rates quoted for that port, be certainly diverted from this district to Cocanada. This trade will have been diverted not in its natural course but by artificial measures. Once diverted from Gopalpur and once established at Cocanada, the shipping ring will raise its freights, the railway will raise its through rates, but the trade will have left the district never to return.

6. The general body of native merchants would prefer a branch to Gopalpur. Messrs. Minchin & Co. sent in their petition as representative of the general body. Other merchants have large vested interests in Gopalpur and have much money in godowns and they dislike the export to Cocanada, as they cannot personally supervise the work at such a distance. They are bound to employ agents and lose the commission paid to those agents.

7. I request that the proposal may not be hastily condemned, and that Government as the controlling authority over the East Coast Railway may see fair play between the two ports of Gopalpur and Cocanada, and not have the latter exalted by means of artificial rate to the abasement of the former.

8. As for the trade which comes from the interior through Berhampur, and finds an outlet at Gopalpur, I doubt whether, even if a railway were constructed, that trade would be carried by rail, and whether the carts would break bulk at Berhampur for a journey of so short a distance. I cannot, however, express a decided opinion upon this point, or upon the financial prospect of the scheme, until I have full data and figures before me.

9. The railway has, I believe, been surveyed twice already, and whether or no estimates have been prepared I cannot say; but the line is one easy of construction and the physical features of the country present no difficulty.

10. The construction of such a line would be of special utility in the present season, as it will run through a part of the country which is badly provided for, so far as famine works are concerned and in which people show more tendency to come forward to work at low rate of wages than elsewhere. This, however, is another point and beside the main question. It would, however, be infinitely preferable as a project to the Ganjám-Gopalpur canal, which still remains in the famine programme.

11. As soon as I have collected sufficient data, I shall, if so directed, submit in full report upon the scheme. Though this district possesses three ports, yet there is no point in the East Coast Railway for the whole distance between Vizagapatam and Pooree at which the railway is in direct communication with any port. I consider that the interests of the district will be neglected unless the scheme is carefully examined in detail.

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Read—the following letter from Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), Triton Insurance Company, Imperial Fire Assurance Company, Lloyds, to the Collector of Ganjám, dated 26th March 1897:—

In handing you our reply to your communication No. 496/Eng., dated $\frac{19th}{21st}$ March 1897, we take the opportunity of asking you to be good enough to express our respectful thanks to the Government of Madras for their recommendation and support in this matter.

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Enclosure.

From Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), Triton Insurance Company, Imperial Fire Assurance Company, Lloyds, to the Collector of Ganjám, dated Gopalpur, 26th March 1897.

With reference to your communication No. 496-Eng., dated $\frac{19th}{21st}$ March 1897, handing us copy of No. 108 R.C., Government of India, Public Works Department, Railway Construction, dated 19th January 1897, we have the honour to point out—

*Firstly.*—That the line need not necessarily go from Berhampur, as the main line itself is within six miles of Gopalpur.

*Secondly.*—It is quite true that before the East Coast Railway was constructed, large quantities of rice were shipped in good seasons to Ceylon from Gopalpur, but it is equally true that larger quantities go now owing to the facilities of getting the rice from Orissa by rail as far as Berhampur.

We receive no payment per bag as is stated, but as Agents of the British India Steam Navigation Company we are paid a commission on the steamer earnings.

It may be true that more ships have come to Cocanada, but it is equally true that many more have come to Gopalpur since the opening of the railway, but we have been handicapped by having to cart the produce from Berhampur because of the line not being permitted to run to Gopalpur.

The East Coast Railway may be within their rights in lowering the rates to Cocanada, but our contention is that they are not within their rights in offering to build godowns both at Pooree and Berhampur with the sole object of diverting the trade from Gopalpur, and we submit that this act of theirs was in distinct contravention of the promise of the Viceroy when in Madras that he would see fair play to all coast ports.

*Thirdly*—The merchants as a body do complain and have repeatedly urged on us to assist them in getting the line to Gopalpur. The fact is that, as is known to the officials, the natives of this district for many years have as a rule resorted to Mr. Minchin to get their grievances removed, and hence the prominence of our firm in this and other matters.

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Read also the following endorsement thereon, dated 27th March 1897, No. 580-Eng.

Copy forwarded to the Board of Revenue (Revenue Settlement) in continuation of this office letter, Ref. No. 496-Eng., dated 26th March 1897.

2. Messrs Minchin & Co. in their letter, which was received after I drafted my report, put the case fairly and temporately, and I request that time may be allowed for a detailed examination of the project before it is definitely rejected.



Regulation—Mis. No. 2829, dated 15th April 1897.

Forwarded to Government, Revenue Department, with reference to its endorsements No. 363 R., dated 23rd February 1897, and No. 540 R., dated 18th March 1897.

2. The Collector of Ganjám will be requested to submit, at an early date, the full report upon the scheme promised in the last paragraph of his letter No. 496, dated 26th March 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

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*Order*—R. No. 817, Revenue, dated 28th April 1897.

Transferred to the Public Works Department with reference to its No. 1002 C., dated 19th February 1897.

2. The further report referred to should, if possible, be submitted before the 3rd proximo.

(Signed) G. STOKES,
Ag. Secretary to Government.

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From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch to the Presidency Port Officer, Madras, dated 5th May 1897, No. 312 E.

I am directed to request that you will be good enough to furnish me, for the information of Government, with your views upon the subject of the comparative goodness of the East Coast ports from Masulipatam to Ganjám, inclusive, from a nautical point of view. Your reply might conveniently contain information regarding the cost of landing and shipping, and the tonnage that can be handled per day in the several ports, as well as any information you may possess on the subject of the relative cost, on the average, under ordinary condition of freights to and from Europe, for these ports, as compared with those of, say, Madras.

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Endorsement in the Revenue Department, dated 8th May 1897, Mis. No. 2319.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 3191, dated 6th May 1897.

*Read*—the following letter from the Collector of Ganjám, dated 27th April 1897, Dis. No. 792 Eng.:—

As directed in paragraph 2 of Board's Proceedings, Mis. No. 2829, dated 15th instant, I have the honour to submit, herewith, the further report called for in regard to the construction of a branch railway to Gopalpur.

2 I regret that I have been unable to obtain any statistics relating either to the road traffic between Berhampur and Gopalpur, the Ganjám-Chilka canal, or the export trade by rail from this district to Cocanada. I must therefore rely solely upon the figures of sea-borne trade at the ports of Gopalpur and Barwa.

3. In this connection I may note that it was recently proposed to abolish the port establishment at Barwa, at the same time as Pundi, but it was decided to retain Barwa as a port in consequence of the large amount of emigration therefrom to Burma.

4. Under the recent orders of Government all passengers proceeding by sea to Barwa have to be medically examined before embarkation and, as the nearest medical officer lives at Sompéta, some 5 miles distant, considerable inconvenience is caused. With Gopalpur connected by rail with Berhampur, this entire cooly traffic would find an outlet at Gopalpur where proper facilities exist, the port of Barwa could be closed and the cost of its establishment saved to Government.

From Barwa to Gopalpur would not be more than two hours journey by rail and but little trouble or expense would be caused to the emigrating coolies, while the East Coast Railway would gain some extra passenger traffic.

5. Statement A shows details for the last eleven years of the number and tonnage of steamers calling at Gopalpur, the number of emigrants and weight in maunds of imports and exports, respectively. It will be observed that (excluding liquids and some other articles) the average annual exports and imports have been 22,000 and 3,000 tons, respectively, while the average number of emigrants is 4,500. It is worthy of note that during the last two years, in spite of the preferential rates, and special advantages offered to Cocanada, yet the exports at Gopalpur are considerably above the average of the period before the railway was opened.

6. Statistics for the port of Baruva show that in the last ten years 48,654 passengers sailed for Baruva, or an average of 4,865 per annum. This, added to the existing emigration at Gopalpur, would give an average of over 9,365 emigrants per annum.

The export and import traffic at the port of Barwa is very insignificant and may be left out of all practical account.

7. I am not able to give any details of the actual cost of the construction of this branch, which has been twice surveyed. Some estimate has no doubt been framed; but the cost of construction should be small, the total length of the line not in excess of 7 miles.

8. I may note that Messrs. Minchin & Co. have already received a reply stating that the Government of India (Railway Department) is not prepared to accept their proposal for a branch line, on the ground that it *pays the Railway Company* better to direct trade to Cocanada over a longer lead at lower rates. I must submit that it is not a just policy for any department of State to adopt a system which looks merely to its own immediate profit without any consideration for vested interests, the convenience of the public and the natural course of trade. If the matter is left merely to the Railway Department to decide, then of course Gopalpur has no hope. But I trust that the matter may be carefully examined by other than interested parties, and with reference to other conditions than that of mere profit, with due regard for the interests of the public. It is not just to Ganjám or its inhabitants that the ports along its coast should be not only left out in the cold, but deliberately obstructed by the present policy of the Railway authorities, when the neighbouring districts of Cuttack, Vizagapatam and Gódávari have proper communication between the railway and their ports.

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STATEMENT showing the exports and Imports, the number and tonnage of steamers that called at Gopalpur and the number of emigrants that embarked to Burma and elsewhere during the past eleven years.

| Years. | Number of steamers called at Gopalpur. | Tonnage. | Number of emigrants to Burma and elsewhere. | Weight * of exports. | Weight * of imports. |
|---|---|---|---|---|---|
| | | | | TONS. | TONS. |
| 1886-87 .. .. .. .. | 129 | 171,581 | 880 | 35,641 | 1,372 |
| 1887-88 .. .. .. .. | 140 | 190,305 | 2,951 | 28,122 | 1,064 |
| 1888-89 .. .. .. .. | 149 | 207,331 | 4,670 | 7,733 | 2,707 |
| 1889-90 .. .. .. .. | 141 | 200,666 | 4,228 | 6,192 | 6,874 |
| 1890-91 .. .. .. .. | 155 | 213,892 | 7,074 | 20,963 | 7,525 |
| 1891-92 .. .. .. .. | 150 | 223,403 | 10,309 | 21,027 | 3,622 |
| 1892-93 .. .. .. .. | 145 | 213,949 | 8,172 | 13,279 | 2,952 |
| 1893-94 .. .. .. .. | 140 | 221,270 | 2,844 | 17,564 | 2,806 |
| 1894-95 .. .. .. .. | 137 | 202,363 | 2,286 | 13,215 | 2,620 |
| 1895-96 .. .. .. .. | 124 | 187,179 | 1,988 | 43,463 | 2,058 |
| 1896-97 .. .. .. .. | 114 | 172,453 | 4,264 | 32,825 | 1,214 |
| Total .. | .. | .. | 40,666 | 240,029 | 34,844 |

* Excludes weight of liquors and some other articles, the weight of which is not required in the returns from which these figures are complied.



Read—also G.O., No. 817, Revenue, dated 28th April 1897.

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*Resolution.*—Mis. No. 3191, dated 6th May 1897.

Submitted to Government, Revenue Department, in continuation of Board's Proceedings, Mis. No. 2829, dated 15th April 1897, and with reference to paragraph 2 of the Government order read above.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

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Endorsement, Mis. No. 2319, Revenue.

Transferred to the Public Works Department in continuation of endorsement No. 817 R., dated 28th April 1897.

8th May 1897. (Signed) G. STOKES,
Ag. Secretary to Government.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Presidency Port Officer, dated Madras 19th May 1897, No. 344 E.

In continuation of this office letter, No. 312 E., dated the 5th May 1897, I am now desired to enclose a copy of a note on the subject of the port of Ganjám by Mr. F. J. E. Spring, Officiating Consulting Engineer for Railways with this Government and to request the favour of an expression of your opinion thereon, with special reference to the relative advisiability of connecting this port or that of Gopalpur with the East Coast Railway in order that the general trade interest of the Presidency may best be served.

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ENCLOSURE.

NOTE by the Officiating Consulting Engineer for Railways, on the Port of Ganjám, dated 4th May 1897.

While waiting for a reply to the enquiries addressed, under His Excellency's and Honourable Members' instructions, to the Presidency Port Officer, in connection with the proposed branch to Gopalpur port, I should like to secure His Excellency's and Honourable Members' attention to the remarks that I have to make about the neighbouring port of Ganjám.

When I was managing the East Coast Railway at the end, I think, of 1892 or early in 1893, I had to make arrangements for the delivery of a whole shipload of rails, 3,000 tons, I think, for the northern end of the line. The non-completion of the Rushikulya bridge, and the almost prohibitive rates asked by Minchin & Co. of Gopalpur, for landing the very awkward 30 feet rails in masullah boats, compelled me to look about for some better way. So I bargained with Hall, Wilson & Co of Cocanada, and they arranged with the skipper of the big steamer to tow up a lot of Hall, Wilson's Cocanada cargo boats to *Ganjám port*. If I recollect right, Ganjám had ceased to be a "port" for some years, and I induced this Government to agree to again gazette it under the Port Act. (I speak from memory.)

The result was that we made a most successful job of the landing of this large consignment, and Hall, Wilson & Co. and the ships' skipper and I myself were greatly impressed with the special advantages possessed by this neglected port.

The Rushikulya river enters, at Ganjám, a large backwater, like the Ennur backwater, separated from the sea by a narrow sandspit. This sandspit has an opening in it, which changes its position from time to time, and in the opening is, of course, the usual sandy bar. But I had the bar well sounded, and Hall, Wilson & Co. had no difficulty in getting their 20 to 40 ton cargo boats through the opening, usually, I think, under sail, as there was a "soldier's wind" at that time of year that carried them in as well as out. I think, also, that they had a steam launch.

Once inside the opening the boats could discharge alongside the railway at their leisure in deep and perfectly still water. I had arranged for a siding of, I think, 1½ or 2 miles long to the deep backwater and had built a jetty with cranes, &c., all of course, quite temporary.

This port (Ganjám) is far better, potentially, than Gopalpur ever can be. But unfortunately it has no firm of merchants, or godowns, and the white elephant; the screw jetty, is unluckily at Gopalpur instead of at Ganjám. It would take very little to make the opening in the sandspit permanently available for Cocanada class boats. The great advantage that Ganjám has, is having the considerable river (the Rushikulya) at the back of it, to open its bar periodically.

The object of this note is not to suggest any action in connection with the Railway programme, but to leave something on record which may possibly be useful hereafter if the question of Ganjám *versus* Gopalpur should ever crop up.

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From the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 24th July 1897, No. 1856/279 G.

With reference to the instructions contained in Marine Department letter, No. 312 E., dated 5th May 1897, I have the honour to forward, herewith, a statement showing the ports of the East Coast from Madras northwards, arranged according to their comparative goodness from a nautical point of view.

2. It will be noticed that Bimlipatam is placed before Vizagapatam, Calingapatam before Gopalpur, and Masulipatam at the bottom of the list, and the reason for placing the first-named ports in this order is, that at Bimlipatam landing and shipping operations can be carried on with less chances of interruption than at Vizagapatam where the state of the bar at times obstructs the egress and ingress of boats.

3. Of course, it is to be understood that, should the proposed harbour works be ever carried out at Vizagapatam, the position of the port in respect to landing and shipping operations will be completely altered.

4. Owing to the exposed position of Gopalpur, landing and shipping operations are frequently interrupted, and this is seldom the case at Calingapatam.

5. The distance at which vessels calling at Masulipatam have to anchor from the mouth of the river, and the exposed position of the anchorage, render this port the least attractive of all the coast ports to shipping.

6. Though the report called for has reference, I take it, to the superior ports, the minor ports of Baruva and Ganjám have been included, as they both offer special advantages to shipping, for vessels can anchor at both places within a reasonable distance of the shore.

7. As the East Coast Railway has a station not far from Baruva, this port is likely to become a favourite place for the embarkation of native passengers. During the last year, upwards of 10,325 have embarked and landed at this port.

8. Ganjám again is a port at which landing and shipping operations could be carried on with much greater facility than at Gopalpur; but owing, probably, to the great mortality which occurred in 1815, the trade of the port has completely dwindled away—a special report on this port forms the subject of a separate communication.



| — | Madras. | Cocanada. | Bimlipatam. | Vizagapatam. | Calingapatam. | Baruva. | Ganjám. | Gopalpur. | Masulipatam. |
|---|---|---|---|---|---|---|---|---|---|
| Tonnage that can be handled in a day. | 1,350 tons on ordinary days .. 2,500 tons on busy days. | 600 tons in a day .. | 400 to 500 tons in a day. | 250 to 300 tons in a day. 800 tons manganese ore. | 600 tons in a day .. | .. | .. | 800 tons of grain cargo. | 400 tons in a day. |
| Landing charges .. | If done with the help of cranes Rs. 2-5-0 per ton. If cranes not used Rs. 2-1-0 per ton. | Varies from As. 14 per ton for bags to Rs. 2 per ton for heavy weights. | British Indian Steamer Agents charges Rs. 3 per ton. | Rs. 2 per ton | By Steamer Agents Rs. 3 to 4 per 1½ tons. By others Re. 1 per 1½ tons. | .. .. | .. .. | As. 12 per ton and special rates for heavy weights. | As. 7 per ton for bags. |
| Shipping charges .. | Same rates as for landing .. | Same rates as for landing. | Shipments made by merchants, charges As. 8 per ton. | Rs. 2 per ton .. | Same rates as for landing. | .. | .. | Same rates as for landing. | As. 3 per ton. |
| For Europe .. | By "Clan Line." s. d. / By B.I.S.N. Co. s. d.<br>Skins, &c. 45 0 / 50 0<br>Cotton .. 25 0 / 22 6<br>Cloth .. 45 0 / ..<br>Indigo .. 62 6 / 62 6<br>Coffee .. 33 9 / 33 9<br>Ground-nuts and seeds, &c. 22 6 / 30 to 40 s.<br>Jaggery. 20 0 / ..<br>Silk, wool fibre, gum, &c. .. / 40 0<br>Cinchona bark .. / 33 9 | For jaggery, seeds, &c., 25 s. per ton. For other goods as per Madras schedule. | By "Clan Line." s. d.<br>Indigo .. 62 6<br>Horns .. 30 0<br>Bag cargo .. 22 6<br>By B.I.S.N.Co.<br>On an average about 90 s. per ton, transhipment at Madras. | Ranges from 15 to 50 s. per ton. | Varies from Rs. 19 to 30 per ton. | .. | .. | 40 s. per ton of 40 cubic feet. | No direct trade with Europe. |
| From Europe .. | Information not available, the mercantile firms who were asked to supply it not having done so. | 35 s. per ton for ordinary merchandise other than railway materials. | Information not available, the mercantile firms who were asked to supply it not having done so. | Ranges from 16 s. to 42 s. 6 d. | Information not available, the mercantile firms who were asked tosupply it not having done so. | .. | .. | 40 s. per ton of 40 cubic feet. | No direct trade with Europe. |

H. A. STREET, Commander R.I.M.,
Presidency Port Officer.

From the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 24th July 1897, No. 1856/280 G.

In reply to Marine Department letter, No. 344 E., dated 19th May 1897, and with respect to the copy of a note regarding the port of Ganjám by the Officiating Consulting Engineer for Railways, I have the honour to acquaint you, for the information of Government, that the natural advantages offered by the port of Ganjám for landing and shipping operations have long been known, and that the only reason I can assign for Gopalpur having been selected as a port in preference by the mercantile community is the reputation the former port has had for unhealthiness ever since 1815, when a large proportion of the population was carried off by fever. Whether sickness of such a virulent nature is likely to break out again or not, I am unable to say, but since I have held the post of Presidency Port Officer, no report of the port being unhealthy from any cause has reached me, but this may be owing to few people residing in it. It seems to me that, should the port be connected by railway with Gopalpur, the great advantages it offers over the latter port for landing and shipping cargo should cause the mercantile community to use it; but, of course, much depends on the healthiness of the place.

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From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 17th August 1897, No. 568 R.

In continuation of the correspondence ending with my letter, No. 370 R., dated the 22nd May 1897, I am directed to forward, for the information of the Government of India, copies of two letters from the Presidency Port Officer, Madras, Nos. 1856/279 G. and 1856/280 G., both dated the 24th July 1897. The information contained in the former of these letters is of general interest in connection with correspondence on the subject of railway connection with East Coast ports, and especially on that of the proposed Masulipatam-Bezwada Railway. The latter of the two letters relating to the superior advantages of the port of Ganjám, as compared with that of Gopalpur, has led this Government to decide not to press for the construction of the proposed branch to Gopalpur at the coming Railway conference. It is hoped that before the conference of 1898, it may be found possible to express a decided opinion upon the subject, which is really one of comparatively no particular urgency.

2. In order that the Government of India may be in possession of full information on the subject under discussion, I am desired, in compliance with the wish expressed in your No. 108 R.C., dated the 19th January 1897, to enclose, for the information of the Government of India, a copy of a letter from the Collector of Ganjám, No. 496, dated the 26th March 1897, as well as a letter of the same date addressed to the Collector by Messrs. F. J. V. Minchin & Co., but said by the Collector to have reached him after his own letter had been drafted and to be a fair and temperate statement of the case. A copy of the Officiating Consulting Engineer's note, dated the 4th May 1897, to which the Presidency Port Officer refers in his letter about the possibilities of Ganjám as a port, is also enclosed for information.

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From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 10th September 1897, No. 1502 R.C.

I am directed to acknowledge the receipt of your letter, No. 568 R., dated 17th August 1897, forwarding, for the information of the Government of India, copy of correspondence regarding the relative merits of the East Coast ports, together with copy of further correspondence on the subject of the proposed branch to the East Coast Railway from Berhampur and Gopalpur.



2. With reference thereto, I am to say that in view of the uncertainty as to the amount of traffic that will be dealt with, and which of the local ports will best serve the district of Ganjám, the Government of India agree with the Government of Madras that no branch to any port in that district should be undertaken at present, and I am to add that they would be glad to be furnished with a full report on these two points as early as practicable.

3. I am also to request that Messrs. F. J. V. Minchin & Co. may be informed of the conclusion arrived at by the Government of India.

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Order—No. 722 R., dated 23rd September 1897.

Communicated to the Consulting Engineer for Railways and the Marine Department, for information; also to the Collector of Ganjám, for information and communication to Messrs. F. J. V. Minchin & Co.

2. The Collector of Ganjám and the Manager, East Coast Railway, are requested to favour this Government with the report called for in paragraph 2 of the letter from the Government of India, No. 1502 R.C., dated 10th September 1897.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.
" Marine Department.
" Collector of Ganjám.
" Revenue Department.
" Manager, East Coast Railway.
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Erd. T. K. Narayana Aiyangar.