

Instructing the Medical Officers of Arkonam and Perambur and the Collector of Coimbatore to treat Guntakal and the Mysore Province as plague infected, and requesting the Collector of the Nilgiris to arrange for the examination of all passengers coming up to Ootacamund by the Sigur Ghat.

GOVERNMENT OF MADRAS.
LOCAL AND MUNICIPAL DEPARTMENT.

ORDER—No. 839 P., dated 18th August 1898.

The following telegrams will be despatched:—

To the Medical Officers, Plague Inspection Stations, Arkonam and Perambur.

“Treat Guntakal station and Mysore Province* as plague infected.”

To the Collector of Coimbatore.

“Please instruct Medical Officer, Podanur, to treat Guntakal Station and Mysore Province* as plague infected and to examine all passengers from thence proceeding towards both Calicut and Mettupalayam.”

2. The Collector of the Nilgiris is requested to arrange for the examination of all passengers coming up to Ootacamund by the Sigur Ghat and to carry out the instructions issued in para. 3 of G.O., No. 515 P., dated 26th May 1898.

(True Extract.)

A. B. Legington
for Secretary to Government.

To

The Collector of Nilgiris (A.—L.)

„ Coimbatore (A. F. G. H.)

Copy to all other Collectors (A. F. G. H.)

„ Sanitary Commissioner.

„ Surgeon-General.

„ President, Municipal Commission, Madras.

„ Marine Department. ✓

„ Public Works Department (Railway Branch).

„ Political Department.

with 5 spare copies

* Only the Bangalore district and not the whole Mysore Province should be treated as infected, vide G.O., No. 852 P., dated 19th August 1898.

Marine DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press
Miscellaneous
Routine

No *719*, dated *25-8-1898* 192 .

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
<i>13-2-86</i>	<i>Taken Out for</i>	<i>Orissa</i>		<i>W.S.R.</i>		

Marine Deptt.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

1898.

Enclosures

Regd.

Spare copies

G.O., No. 1024 Ry., 10th August 1898.

AUGUST.

No. 719 Mar of 25th Aug 98
Communicated
to the Presidency Port
Officer in continuation
of G.O. 954 Marine, d/
23-11-97

Id. M.B. W.

The P.O.

Gopalpur Branch, East Coast Railway

Recording letter from the Government of India acquiescing in the opinion of the Government of Madras that the question of connecting Gopalpur with the East Coast Railway should be deferred for the present, and stating that the survey for a line from Berhampur through Aska and Goomsur to Russellkonda, will receive consideration.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

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

From—The Manager, East Coast Railway.

To—The Consulting Engineer for Railways, Madras.

Dated—Waltair, 9th November 1897, No. 8741.

With reference to G.O., No. 722 R. of the 23rd September, of the Madras Government, I have the honour to ask if the report called for from me is required as well as that from the Collector of Ganjám.

2. It appears to me, that of the two enquiries made by the Government of India, the one asking which of the local ports will best serve the district of Ganjam can only be answered by the Collector, aided by the experience you yourself have given as to the superiority as a port of Ganjam to Gopalpur. Apparently the former is a far better port, but it vanished on account of its unhealthiness, and now the merchants have their houses, godowns and conveniences at Gopalpur.

3. As regards the amount of traffic that will have to be dealt with at the local ports of Ganjam, I do not see how the railway authorities are in a position to give any information that can be worth considering. The Chambers of Commerce, however, may be able to give statistics of the traffic as now existing. When the direct line of rails is open between Calcutta and Madras, and again when further extensions of the railway system of India are made, it is impossible to say how the import and export trade will be divided between Calcutta and Madras and the intervening smaller ports, or to what extent this trade may not be tapped by Bombay. Even now Cocanada, said to be favoured by the East Coast Railway, complains that the raising of rates above one-tenth pie, and the imposition of extremely low terminals, are having the tendency to divert traffic to Bombay. Experience seems to point to the probability of trade being concentrated more and more in one or two large ports having a rich country behind them, and to the small ports being left with a certain amount of coasting traffic only, and on this basis the export and import traffic should divide itself between the ports of Calcutta, Madras, Vizagapatam and Cocanada. As regards rates, whatever fair treatment Government may have promised the several ports, for long leads the rates will always be cheap; and for distances of 75 to 100 miles the rates will be proportionately high. This is the custom now on all railways and is never likely to be altered to the advantage of the short leads. When the East Coast Railway is handed over to one or more railways not directly under State control, the policy of inducing goods to travel long distances by giving favourable rates, and the endeavour to concentrate the traffic at one or two ports instead of distributing it by short leads and short branches over the smaller ports, are likely to be more pronounced than at present; but I am not in a position to know at all to what extent the working agencies are likely to be able to control the traffic. Judged by the case of Marmagao, two railway companies can prevent traffic adopting the shorter lead route; but I admit that in that particular case there are other influences at work, and the only way in which I can see Government can assist in keeping its promise of treating each port fairly is either for it to make branches to all the small ports or to make none. At any rate I am sure that the through linking up of the East Coast Railway will have serious effects on the trade of the numerous small ports along its length, and that any opinion hazarded by the authorities of the East Coast Railway on the nature and extent of these effects is entirely premature.

From—The Collector of Ganjám.

To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.

Dated—Camp Sarangodo, 26th January 1898, Ref. on G.B. No. 275/Eng. of 1897.

Adverting to paragraph 2 of the G.O., No. 722 R., dated 23rd September 1897, directing the submission of the report called for in paragraph 2 of the letter from the Government of India, No. 1502 R.C., dated 10th idem, therein printed, I have the honour to report as follows from the information now available.

2. There are, or were until recently, five ports in this district, viz:—

Ganjám.	Barwa.	Calingapatam.
Gopalpur.	Pundi.	

Of these five, the ports of Ganjám and Pundi have been recently abolished (*vide* G.O., No. 722 R., dated 23rd September 1897).

3. I will deal first with the port of Ganjám, to which specific reference has been made by Mr. Spring in his letter embodied in the order under reply.

4. This port which had been abolished since 1883-84 was only re-opened in 1892-93 at the request of the East Coast Railway authorities in pursuance of a contract for landing railway material made with Messrs. Hall, Wilson & Co. of Cocanada. Mr. Spring states that this was brought about owing to the exorbitant terms demanded by Messrs. Minchin & Co. at Gopalpur for the same work, and would leave it to be inferred that the work of landing this material was accomplished without great difficulty and with economy. I am not in possession of figures to show how the terms granted to Messrs. Hall, Wilson and Co. varied from those asked for by Messrs. Minchin & Co., but I believe that several boats were upset and all the material carried therein lost in the process of landing at Ganjám. The East Coast Railway authorities should be able to supply this information. It is moreover not at all improbable that Messrs. Hall, Wilson & Co., a rival firm to Messrs. Minchin & Co., with their head-quarters at Cocanada, would readily accept lower terms than their rivals at Gopalpur in order to decry the latter place as a port and eventually obtain a transfer of the business of this district, not to Ganjám but to Cocanada. It is, however, satisfactory to observe that, by adopting Ganjám as a port for landing their material, the East Coast Railway authorities have tacitly acknowledged the necessity for some port in this district.

On the other hand it is not fair to argue that, even assuming such to be the case, because Ganjám is a better and cheaper port for landing heavy material,—which is not usually imported,—in large specially-built boats brought up by a large firm of monopolists, it is better suited for the ordinary trade carried on in the ordinary masula boats of the district, or to the needs of the district itself.

5. While it is true that in older times Ganjám was an important port, yet the very fact that before the construction of the East Coast Railway it had been abandoned, is a fatal objection. Ganjám, from a commercial point of view, is now a city of the dead. It has been swept and the population decimated by successive waves of fever, and even if restored to its former position, there is no guarantee that this will not again recur.

To construct a branch railway to a port where no trade now exists, where godown accommodation is insufficient, and which has been abandoned on account of its malarious propensities, on the off chance of trade springing up again and the climate permanently improving, seems to my mind a sheer waste of money. To urge the claim of Ganjám is merely to drag a red herring across the scent, so that the real point at issue, viz., the claim of Gopalpur, may be overlooked.

It seems, therefore, to me that as between Ganjám and Gopalpur there can be no two opinions as to which should be adopted as the port of the district for the purpose of direct communication by rail. Ganjám is dead and cannot be resuscitated, whereas at Gopalpur real need for direct communication by rail exists.

6. Of the other ports, Pundi has been abolished, it is closely connected with no large centre of trade and has nothing to recommend it.

7. Barwa is the port of Sompeta, but Sompeta is not a large trading centre, the exports of Barwa are small and it is not probable that trade would ever be largely attracted to that port. A glance at the map will show that it is situated almost in the centre of the narrow strip of "uddanam," or coast land between the sea and the ghâts, with no country immediately behind it to supply produce for export, while the soil of Sompeta and its surroundings is not of the most fertile. Barwa is, it is true, a favourite port for emigration to Burma, but these emigrants are not likely to increase in number owing to the mere construction of a railway and would be more likely to walk to the port than travel by rail. I have already pointed out that, if Gopalpur is connected by rail with the East Coast Railway system, Barwa as a port may be abolished and the cost of establishment saved to Government.

8. The relative claims of Calingapatam and Gopalpur now remain to be considered. I would gladly see both these ports connected by branch railways, as they really have nothing whatever in common. Gopalpur is the port of Berhampur, of Goomsur and of produce exported from Orissa and the agency. Calingapatam is the port of Chicacole and the Parlakimedi zemindari. Calingapatam has the additional advantage of having a salt factory located there, but the godown accommodation is not on so extensive a scale as at Gopalpur.

9. The Ganjam district has for many years imported food-grains from Orissa and exported by sea to Colombo and by road to Vizianagram in the Vizagapatam district. A large portion of the grain imported from Orissa has always found an outlet by sea at Gopalpur. This export is now supplemented by export by rail to Vizianagram from both Berhampur and Chicacole divisions, but far more, especially by road, is exported into Vizagapatam from the sub-division than from Berhampur. Owing to the preferential rates introduced by the East Coast Railway, a considerable amount of grain is now exported by rail, from the district generally, to Cocanada, though exports by sea do not appear to greatly diminish.

10. Statistics for exports at Gopalpur are furnished by me in my letter quoted in the Government Order now under reply. I regret that I am unable to furnish details for Calingapatam, inasmuch as the Sea Customs Superintendent of that port has not furnished me with the necessary statistics, in spite of urgent reminders. This information will follow as soon as possible. I believe, however, that I am correct in saying that the trade of the port of Calingapatam is considerably less than that of Gopalpur.

11. For the reasons mentioned above in paragraph 7, however, I consider that a railway to Gopalpur will not materially affect the trade of Calingapatam, nor would the railway to Calingapatam affect the trade of Gopalpur. The tendency, if anything, is for produce to go south and not north.

12. I may here note that the agency tracts of the Special Assistant Agent's division, the Goomsur taluk, the rich Atagada division, and produce brought down by the Ganjam Chilka canal, find their natural outlet at Gopalpur; a feeder line to the Goomsur taluk must eventually come, and cannot but connect with Gopalpur.

In the case of Calingapatam the matter is different; there is, and always will be, a large export by road from the sub-division to the Vizagapatam district. A railway to Calingapatam will not, in my opinion, divert this produce to that port: it will, to a large extent, continue to find its outlet by road or rail to the adjoining district.

A proposal put forward by the Raja of Parlakimedi, for a private railway from Naupada to Parlakimedi, is now before Government, and I consider that the project cannot but be sanctioned. The produce of Parlakimedi will then be diverted on to the railway and, once there, is likely to be directly exported by rail. It will not be sent by rail from Kimedi to Naupada, and thence, *via* Dusi, to Calingapatam.

13. My late Principal Assistant Collector, Mr. Partridge, was in favour of a line of rail from Dusi (5 miles south of Chicacole) through Chicacole town to Calingapatam, to serve the interests of Chicacole town. The total length of this line will be 19 miles: but as I have already stated, produce will not in my opinion go south of Chicacole to Dusi and then back north again to Calingapatam. The line would doubtless be of advantage to Chicacole, but there is no large area of country behind it which can be freely opened up to increase the trade of Chicacole and its port, Calingapatam.

Parlakimedi road is nearer to Calingapatam (9 miles), but the Vamsadhara river would require to be bridged and the cost of this would be prohibitive. The line from Berhampur or from Jagannathapur (the nearest point to Gopalpur) would be 9 and 6 miles, respectively, across an easy country with no great natural difficulties, and could be cheaply constructed. That port already has a large trade, and this trade would be doubtless largely increased by improved railway communication and the abandonment of the present system of boycott indulged in by the East Coast Railway. The anchorage, it is true, may not be of the best; there may be difficulties in landing; but the state of trade, both in the past and at the present time, shows that a port to Ganjam district is needed; and that Gopalpur should be that port has, I think, been sufficiently demonstrated by—(a) existing accommodation, (b) present state of trade, in spite of railway opposition, (c) cheapness of construction, (d) the large area of country which can be opened up by a feeder line through Goomsur to the hill tracts, (e) sanitary conditions.

14. I enclose for what they are worth extracts of statements prepared for trade returns for Ganjam and Pundi, respectively. They are of little use as they give only value, but not the weight, of exports and imports. Statements for the last ten years have been called for and will be furnished as soon as received from the officers concerned.

STATEMENT showing trade of Ganjam and Pundi prior to their closing—*vide* G.O., No. 722 R., dated 23rd September 1897.

Years.	Value of exports.		Value of imports.		Export duty.		Import duty.		Port dues.	
	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.
GANJAM.										
1875-76	1,74,489	0 0	620	0 0	15,687	0 0	1 8	0	566	11 0
1876-77	4,12,759	0 0	29,798	0 0	7,556	10 0	..	..	556	10 6
1877-78	1,48,158	4 0	14,830	0 0	..	..	..	..	110	8 3
1878-79	82,206	0 0	20,837	8 0	..	..	54	1 0	67	0 3
1879-80	10,488	0 0	50,837	8 0	..	..	..	..	573	12 0
1880-81	1,021	8 0	..	..	..	..	..	..	13	11 0
1881-82	6,062	8 0	7,050	0 0	..	..	..	..	256	14 9
1882-83	41,181	0 0	..	..	2,956	8 0	..	..	20	10 11
1883-84	9,399	2 0	..	..	..	..	..	..	..	..
1884-85	Reduced.	..	..	..	..	..	..	..	..	..
1885-86	..	..	..	..	..	..	..	..	..	..
1886-87	Abolished.	..	..	..	..	..	..	..	..	..
PUNDI.										
1875-76	7,478	8 0	465	8 0	..	..	..	..	..	..
1876-77	70,582	10 0	2,225	0 0	..	..	..	..	..	..
1877-78	1,74,268	7 1	21,384	14 0	..	..	..	..	..	..
1878-79	2,849	0 0	4,050	0 0	..	..	..	..	..	..
1879-80	35,611	4 0	7,525	0 0	..	..	..	..	..	..
1880-81	63,270	12 0	699	0 0	5,053	8 0	..	..	33	2 10
1881-82	1,20,534	0 0	8,902	8 0	9,869	4 0	..	..	24	3 0
1882-83	1,812	0 0	125	0 0	..	..	..	..	55	11 0
1883-84	14,277	8 0	3,565	0 0	..	..	..	..	34	11 0
1884-85	..	..	..	..	..	..	..	..	18	14 0
1885-86	3,448	0 0	1,406	8 0	..	..	..	..	9	4 0
1886-87	2,180	0 0	841	8 0	..	..	..	..	6	7 0
1888-89	4,000	0 0	..	..	..	..	..	..	7	14 9
1892-93	41,313	0 0	..	..	..	..	..	..	249	14 0
1893-94	18,098	12 0	68	12 0	..	..	..	..	251	7 0
1894-95	2,279	0 0	..	..	..	..	..	..	..	..
1895-96	..	..	..	..	..	..	..	..	..	..
1896-97	..	..	..	..	..	..	..	..	..	..

From—The Collector of Ganjam.
To—The Joint Secretary to Government, Public Works Department, Ry. Branch.
Dated—Chatrapur, 24th February 1898, R. G. B. No. 275-Eng. 97.

In continuation of my letter R. G. B. No. 275-Eng. of 1897, dated 26th ultimo, I have the honour to forward herewith a comparative statement showing the trade of the various ports of the Ganjam district for the last ten years, so far as figures are available.

2. The importance of Gopalpur as compared with other ports in the district both in the matter of tons and value of exports and imports is strongly marked.

No. 1024 Ry., 10TH AUGUST 1898.

STATEMENT showing the trade of the several ports in the Ganjam District for a period of ten years from 1887-88 to 1896-97.

Years.	Number of steamers calling.	Total tonnage of steamers.	Tons exported.	Tons imported.	Value of exports.	Value of imports.	Export duty.	Import duty.	Port dues.	Total, columns 8 to 10.	Remarks as to chief articles of exportation, &c.
1	2	3	4	5	6	7	8	9	10	11	12
GANJAM.											
1887-88	..	..	..	..	..	..	..	..	..	..	Port closed.
1888-89	..	..	..	..	..	..	..	..	..	..	
1889-90	..	..	..	..	..	..	..	..	..	..	
1890-91	..	..	..	..	..	..	..	..	..	..	
1891-92	..	..	..	..	..	..	..	..	..	..	
1892-93	13	2,165	..	1,808	4,450	2,38,000	..	..	194 2 9	194 2 9	{ Exports—Chiefly sleepers taken as ballast in the boats returning to Cocanada. { Imports—Rail materials. { Exports—Rice. { Imports—Kerosine oil ; metals and oil cakes.
1893-94	1	198	243	..	18,167	19,718	1,238 10 0	..	12 6 0	1,251 0 0	
1894-95	..	..	..	..	..	..	..	..	..	..	
1895-96	..	..	..	..	..	..	..	..	..	..	
1896-97	..	..	..	..	..	..	..	..	..	..	
Total ..	14	2,363	343	2,025	22,617	2,57,718	1,238 10 0	..	206 8 9	1,445 2 9	
GOPALPUR.											
1887-88	142	190,834	28,122	1,064	31,33,878	10,24,772	14,709 12 0	1,343 5 0	6,757 12 6	22,810 13 6	{ Exports—Dyeing and coloring materials, rice, sugar, liquors, sleepers, seeds and hides. { Imports—Arms and ammunition, twist, piece-goods, liquors, metals, spices, hemp and treasure. Do. Do. (with exception of hemp in imports). { Exports—Dyeing and coloring materials, rice, sugar, liquors, sleepers, hides, seeds and pulse, engineering material, building and liquors, metals, spices, hemp, piece-goods, railway materials. Do. { Exports—Dyeing and coloring materials, rice, sugar, seeds, hides and treasure. Imports—Twist, piece-goods, liquor, metals, and railway materials.
1888-89	153	207,372	7,733	2,707	26,19,031	9,46,040	187 8 0	1,424 15 3	6,334 7 0	7,946 14 3	
1889-90	140	200,204	6,192	6,874	18,98,628	22,49,487	56 4 0	1,173 13 0	7,086 2 8	8,316 3 8	
1890-91	158	214,282	20,963	7,625	44,51,857	15,78,111	7,812 0 0	640 0 0	8,884 2 9	17,286 2 9	
1891-92	154	224,000	21,027	3,622	24,65,092	20,58,471	37 0 0	1,850 0 0	11,532 10 3	13,419 10 3	
1892-93	149	214,314	13,279	2,952	33,22,113	15,88,153	1,812 0 0	1,387 0 0	13,895 1 6	17,094 1 6	
Total ..	756	1,446,722	95,309	20,088	64,58,572	22,58,155	28,911 12 0	11,532 10 3	53,419 10 3	62,944 10 3	

No. 1024 Ry., 10TH AUGUST 1898.

Statement showing the trade of the several ports in the Ganjam District for a period of ten years from 1887-88 to 1896-97—continued.

Statement showing the trade of the several ports in the country.

Years.	Number of steamers calling.	Total tonnage of steamers.	Tons exported.	Tons imported.	Value of exports. RS.	Value of imports. RS.	Export duty. RS. A. P.	Import duty. RS. A. P.	Port dues. RS. A. P.	Total, columns 8 to 10. RS. A. P.	Remarks as to chief articles of exportation, &c.
1	2	3	4	5	6	7	8	9	10	11	12
GOPALPUR— <i>cont.</i>											
1893-94	146	222,328	17,564	2,806	24,48,061	18,35,624	43,384 8 4	1,791 8 8	2,658 9 6	47,834 10 6	{ Exports—Rice, pulse, hemp, hides and seeds. { Imports—Liquors, metals, twist, piece-goods, spices and sugar.
1894-95	142	203,160	13,215	2,620	27,16,741	18,47,218	28,861 12 5	1,556 2 1	8,253 11 0	38,671 9 6	{ Exports—Rice, seeds, pulse, hides, dyeing and coloring materials { Imports—Twist, piece-goods, metals, sugar and liquors
1895-96	126	187,575	43,468	2,058	26,95,208	13,22,803	2,263 13 5	2,493 13 5	11,536 3 6	16,293 14 4	{ Exports—Rice, seeds, hides, hemp, pulse, dyeing and coloring materials. { Imports—Twist, piece-goods, liquors, metals, sugar and spices.
1896-97	120	173,628	32,825	1,244	21,94,779	10,30,104	2,034 11 0	1,613 3 0	9,984 12 0	31,944 10 0	{ Exports—Rice, seeds, hides, dyeing and coloring materials, sugar, twist, piece-goods, liquors, metals, building and engineering materials and treasure.
Total ..	1,430	2,037,747	2,04,388	33,472	2,79,45,388	1,54,81,783	1,19,471 5 2	15,273 12 5	86,873 8 8	2,21,018 10 3	
BARWA.											
1887-88	36	50,553	..	..	22,332	650	..	..	189 8 3	189 8 3	{ Exports—Rice, pulse, hemp, hides and seeds. { Imports—Liquors, metals, twist, piece-goods, spices and sugar. { Exports—Rice, seeds, pulse, hides, dyeing and coloring materials { Imports—Twist, piece-goods, metals, sugar and liquors { Exports—Rice, seeds, hides, hemp, pulse, dyeing and coloring materials. { Imports—Twist, piece-goods, liquors, metals, building and engineering materials and treasure.
1888-89	35	54,624	..	..	32,717	14,824	..	..	7 11 9	7 11 9	
1889-90	35	57,555	..	..	29,633	86,177	..	..	436 12 6	436 12 6	
1890-91	38	53,904	..	..	22,975	200	..	..	16 15 6	16 15 6	
1891-92	41	65,328	..	..	25,178	18,232	..	..	5 8 6	5 8 6	
1892-93	45	67,987	..	..	28,264	140	..	..	519 8 6	519 8 6	
1893-94	42	63,752	..	..	23,245	188	..	..	1,187 15 3	1,187 15 3	
1894-95	47	72,728	..	..	20,891	..	..	..	250 8 0	250 8 0	
1895-96	50	74,300	..	..	26,685	1,373	..	..	1,706 0 3	1,706 0 3	
1896-97	62	88,119	..	..	20,295	1,407	..	..	4,320 8 6	4,320 8 6	
Total ..	431	648,950	..	..	2,62,215	73,191	..	..	4,320 8 6	4,320 8 6	

Statement showing the trade of the several ports in the Ganjam District for a period of ten years from 1887-88 to 1896-97—continued.

Years.	Number of steamers calling.	Total tonnage of steamers.	Tons exported.	Tons imported.	Value of exports.	Value of imports.	Export duty.	Import duty.	Port dues.	Total, columns 8 to 10.	Remarks as to chief articles of exportation, &c.
1	2	3	4	5	6	7	8	9	10	11	12
CALINGAPATAM.											
1887-88	..	203,106	15,280	564	13,96,135	4,16,865	..	..	..	..	Records not forthcoming.
1888-89	..	237,144	50,068	915	5,33,681	5,40,868	388 4 0	..	1,825 8 9	1,825 8 9	
1889-90	..	250,035	13,434	473	14,27,627	5,35,869	322 8 0	7 10 4	3,018 7 9	3,404 11 9	
1890-91	..	216,017	6,866	283	7,60,142	3,98,333	..	48 4 3	5,047 2 6	5,377 4 10	
1891-92	139	173,447	9,078	618	9,18,465	2,83,959	18 12 0	36 8 0	2,503 8 9	2,551 13 0	
1892-93	163	101,885	7,159	459	6,40,332	2,82,044	581 4 0	47 9 0	1,210 12 9	1,266 0 9	
1893-94	160	..	..	..	..	..	..	..	2,571 6 6	3,200 3 6	
1894-95	146	..	..	..	56,56,982	24,57,908	1,308 12 0	139 15 7	16,176 15 0	17,625 10 7	
1895-96	120	..	..	..	..	..	..	..	..	..	
1896-97	123	..	..	..	..	..	..	..	..	..	
Total ..	851	1,252,052	101,885	3,312½	..	..	..	..	..	..	
PUNDI.											
1887-88	..	..	..	..	..	..	..	..	..	..	Records not forthcoming. As the import register for the year is not forthcoming tonnage of imports is not shown.
1888-89	..	..	..	..	..	..	..	..	..	..	
1889-90	15	1,635	271	..	13,159	9,983	..	..	42 12 9	42 12 9	
1890-91	14	4,881	1,007	7	50,425	1,162	..	..	81 8 9	81 8 9	
1891-92	7	2,548	500	..	28,511	..	..	..	11 9 0	11 9 0	
1892-93	6	1,363	150	..	7,454	125	..	..	6 7 0	6 7 0	
1893-94	15	17,825	721	..	41,313	..	..	..	7 14 9	7 14 9	
1894-95	8	7,605	893	..	18,098	68	..	..	3 14 0	3 14 0	
1895-96	1	1,341	61	..	2,279	..	..	..	251 7 0	251 7 0	
1896-97	..	..	..	..	..	..	..	..	..	..	
Total ..	65	37,198	3,103	7	1,61,239	11,338	..	..	405 9 3	405 9 3	
CHATRAPUR.											

(Signed) H. D. TAYLOR,
Acting Collector of Ganjam.CHATRAPUR.
24th February 1898.

Order—No. 763 Ry., dated 1st June 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Date—Ootacamund, 1st June 1898, No. 769 Ry.

I am directed to acknowledge the receipt of your letter No. 1502 R.C., dated the 10th September 1897, on the subject of a connection between the East Coast Railway and some port in Ganjam. You ask that the Government of India may be furnished with a full report as early as possible upon the two points (a) the amount of traffic likely to be dealt with; and (b) which of the local ports will best serve the interests of Ganjam.

2. The weight of the export and import trade of the several ports of Ganjam under existing and past conditions can be judged of from the accompanying statement, which gives for several years past the number and tonnage of ships, the weight and value of imports and exports, and the amount of dues and duty, for the five ports—Ganjam, Gopalpur, Barwa, Calingapatam and Pundi. But it is quite impossible from these statistics to arrive at any conclusion as to what would be likely to be the weight of goods traffic which would be secured by such a branch as that under discussion, to connect the East Coast Railway with one of the ports. Whichever port may be selected for connection with the railway, it is certain to attract to itself a considerable part of the trade which under existing conditions now finds its way through the neighbouring ports. Moreover, there can be no doubt but that the weight of the trade of a port must increase when a railway takes the place of carts from the interior.

3. The relative importance of the business interests of the several ports may be judged of from the statement that the average weight of exports and imports annually handled at Gopalpur for the last ten years has been 23,800 tons, while the corresponding figure for Calingapatam, the busiest of the remaining ports, has only been 17,500 tons per annum during the six years for which statistics are available. Ganjam, though topographically the best of the ports, has done no business for many years back except some railway business during two years in which it was specially opened for the purpose. The remaining ports, Barwa and Pundi, may be omitted from consideration. The best that Gopalpur has ever done in the ten years has been 45,500 tons in one year, representing an average of about 125 tons per day. The average for the ten years represents about 66 tons per day. Even if, with the advent of a railway, the trade should grow to 150 tons per day, and if 5 pies per mile should be got for it, gross goods earnings would come to about Rs. 4 per mile per day; or, with a mixed train daily both ways, to Rs. 2 per train mile, a figure which may be compared with the Rs. 2.37 on the main line of the East Coast Railway during last half-year. It is impossible with any degree of assurance to frame an estimate for passenger train mileage gross earnings. On the main East Coast Railway during last half-year it was Rs. 2.64 per train mile. In estimating the probable volume of trade which is likely to find its way over the branch line that is under consideration, it would be unwise to lose sight of the probability that, although the branch may be expected to attract to Gopalpur some of the trade of the neighbouring ports, yet the completion of the East Coast Railway is certain to result in competition between rail and steamer for that part of the trade of Gopalpur which is carried on with Calcutta and other ports on the East Coast. It is scarcely possible to gauge the extent of such disturbance, but it must be recognized that it will occur.

4. In reply to your second question I am instructed to say that though the physical and topographical conditions of Ganjam port are more favourable for the formation of a good landing and shipping place than are those at Gopalpur, still the fact cannot be ignored that the latter place has long been in possession of all the machinery of trade, in the shape of Merchants' godowns, &c. All idea therefore of resuscitating Ganjam as a port must be put out of mind; and it must be recognized that if the district of Ganjam, and the Agency tracts at the back of it, are to be provided with railway communication to a port of their own, that port must be Gopalpur.

5. But, while recognizing this fact, this Government is very averse from doing anything, just at this juncture, which would be calculated to convey the impression to capitalists that it would not be worth their while to improve the port of Vizagapatam.

Such an impression will undoubtedly be conveyed if any proposals are authoritatively put forward just now for connecting the East Coast Railway with any of the minor ports north of Vizagapatam. His Excellency the Governor in Council therefore, after a careful consideration of the whole subject, desires that for the present the question of connecting Gopalpur with the East Coast Railway should be deferred. It is fully recognized, however, that, once railway connection shall have been made with the Central Provinces by means of the Vizianagram-Raipur line, and when in consequence the Vizagapatam Harbour may safely be trusted to be remunerative without special fostering at the hands of Government, the question of connecting Gopalpur with the East Coast Railway may require re-opening.

6. Meanwhile, this Government has reason to believe that not only the districts lying to the north-east of Gopalpur, but also the East Coast Railway, would derive great benefit if a railway, quite possibly on the 2-ft. gauge, were constructed from Berhampur through Aska and Goomsur to Russellkonda. I am directed to say that His Excellency the Governor in Council will be glad if it can be arranged that a traffic and engineering survey of such a line should be made, by the officers of the East Coast Railway, to which it seems likely that the branch in question would form a useful feeder.

7. Should it hereafter be decided, when in consequence of the completion of the Raipur line the Vizagapatam harbour can be left to depend upon itself, that Gopalpur ought to be connected by railway with Berhampur, such connection might well be on the 2-ft. gauge in continuation of the Russellkonda branch: for although a short 9 mile branch on the 2-ft. gauge could scarcely be expected to pay, the case would be different if this nine-mile section formed part of the longer line. It is believed that most of the trade which now passes through Gopalpur has its origin or its destination in the tract of country which would be served by the 2-ft. Russellkonda line.

8. In conclusion, I am instructed to add that His Excellency the Governor in Council hopes to receive from the Government of India an expression of concurrence in the views now put forward with regard to the proposed connection of Gopalpur with the East Coast Railway.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 8th July 1898, No. 72 R.P.

I am directed to acknowledge the receipt of your letter No. 769 Ry., dated the 1st June 1898, in which you report the amount of traffic that is likely to be dealt with on the proposed branch to the East Coast Railway from Gopalpur to Berhampur, and which of the local ports will best serve the district of Ganjam.

2. In reply I am to say that for the reasons stated in your letter the Government of India agree with the opinion of the Government of Madras that for the present the question of connecting Gopalpur with the East Coast Railway should be deferred.

3. As regards the survey for a line from Berhampur through Aska and Goomsur to Russellkonda, I am to state that the proposal will receive consideration.

ORDER—No. 1024 Ry., dated 10th August 1898.

Recorded.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

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