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Government of Madras

Public Works DEPARTMENT

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*Proceedings of the Madras Government, Public Works Department,
26th February 1875.*

No 653 Read the following Proceedings of the Madras Government in the Public Department, dated 11th January 1875, No. 33 —

Read the following letter from H. Sr A. GOODRICH, Esq, Collector of Vizagapatam and Agent to the Governor, to the Honorable D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St George, dated Vizagapatam, 12th December 1874, No. 1,927 —

With reference to my letter No 1,858, dated the 5th instant, I have the honor to submit, for the consideration of Government, Proceedings of the Meeting that was held on the 10th idem regarding the construction of a Railway from Parvatipur to Bimlipatam, together with copies of the speeches that were delivered on that occasion

Proceedings of a Meeting held at Vizagapatam on December 10th, 1874

PRESENT

Henry St Aubyn Goodrich, Esq, Acting Collector and Agent to the Governor
His Highness the Maharajah of Vizianagram, K C S I

Brigadier-General C Cooke

Right Rev. J. M Tissot, D D

Surgeon-Major J P Nash

G L Narasinga Row, * Esq, Proprietor of Ankapillay, &c, States

D Mackie, Esq

K Basamraz Pantulu Garu, Proprietor of Urlam, of the Ganjam District
Major Hindle, District Engineer.

Sri P Jaganadharaz Garu, Divan of His Highness

F B Simson, Esq

L Lakshmaju Pantulu, Mucktiar and Agent of Jeypore Zemindar

Rev J Hay, M A

Sri P Rangacharulu Ayyaverhi Garu, Pundit

William Morgan, Esq

A Underwood, Esq, Secretary to His Highness

J. W McLurray, Esq, Acting Treasury Deputy Collector

Y Mullicayanulu Pantulu Garu, Proprietor of Sedhesaram

Goday V Narrain Row Garu, Proprietor of Chepurupilli

A V N Apparow Nayudu Garu, Landlord

N. Ramdess Garu, Acting Sheristadar, Collectorate.

Captain W Waters, Master Attendant

M B Sunderow Pantulu, District Munsif

Mr Tomlinson, Merchant

C Chengalvarow Nayudu, District Munsif of Bimlipatam

Mr J. D Perriman, Merchant

O Srinivasarow Pantulu, Sub-Magistrate of Vizagapatam.

Mr C Smith, Inspector of Post Offices

Goday V Apparow, Government Agent's Manager

G V Rungiah Pantulu Garu, Pensioned Sheristadar, Ganjam Collectorate.

Garuda Somanayari Seetaramiah, Merchant

Chinna Tatiah Nayudu, do.

Garuda Neeliah, do.

Kundulu Kodundaramiah, do.

Naddanepili Chinna Narasimlu, do.

* Printed speech enclosed

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Haji Sheik Ambu Syrang, Merchant,
Bakarapunda Aduppa, do
Kottun Somannah, do
Garuda Sunderamiah, do
Munallapili Mungiah, do

and many more

Mr Goodrich having taken the chair, said—

YOUR HIGHNESS AND GENTLEMEN,

The meeting I address is one I did not hesitate to summon, believing as I do that a rail or tramway to Raipur is a real want of the district and one which if not supplied early may gravely affect its future and cause the course of trade to flow to other channels for want of due accommodation here

I have received letters of sympathy from several who could not attend, and Mr Thomas desires me to express his regret that he is prevented by business from being amongst us

We shall hear no doubt from some of those who will address us to-day the local feeling on the matter, the prospects of a Railway Company if one be formed, and the present experience of traders and their hopes for the future I see those around me who must be familiar with those subjects Leaving them to deal with the more strictly local aspects of the scheme I will say a word or two on the Central Provinces The imports and exports of those Provinces consist of articles whose ultimate price is largely made up by the cost of their carriage. More than 40,000 tons of salt and 12,200 tons of sugar are imported by them, nine-tenths of the salt comes from Bombay and most of the sugar from Mirzapur Last year the grain exported was 120,000 tons, the famine apprehended in the north greatly stimulating export Now Nagpur, the Capital of the Central Provinces, lies about equidistant from Bombay and Bimlipatam The Nerbudda Division is nearer to Bombay than it is to us Half of Jubbulpur and Nagpur Divisions is nearer to Bombay, half nearer to us Chhatisgarh including Sambalpur, Raipur, and Bilaspur is nearer to us. So also are the Upper Godavery and the Buster country The great grain producers lie on our side, and I have little doubt that three-fourths of the salt required would on completion of a tramway from Nagpur to our coast be bought here, grain coming down in payment The trade in grain, salt, and sugar amounted last year to 175,000 tons under present conditions

More than 50,000 tons of grain were last year sent to Bengal and Northern India from the Chhatisgarh Division mostly The natural outlet of that country is eastwards, but the existence of the railway at Jubbulpur diverted the trade to the westward This fact is used to support the arguments advanced for the immediate construction of a line from Nagpur to Raipur, and the inference is that the whole traffic now carried on by Brinjaries between Chhatisgarh and our coast will, on the completion of that line, be diverted westwards and northwards to the existing lines of railway

Surely this scheme for diverting the traffic which might enrich the district wherewith we are most nearly concerned ought to meet with the most spirited opposition from every landholder and merchant in the district

The time to represent your case is the present, while the Supreme Council have the *Raipur and Nagpur line under their consideration.* But definite proposals must be laid before the public if money is to be subscribed. The promoters of the rail or tramway must bear in mind the conditions of success For some years passengers will be few, expensive rolling stock and gradients calculated for high speed are not needed If this be borne in mind, I believe a tramway will not only prevent the trade you have from flowing into other channels, but will create industries now non-existent, and revive others which now languish.

The coal and iron which lie behind our western wall of mountains will soon be worked, and even now there seems a probability that the Wardha Valley will compete with the English Iron-masters before many years are past May be rails of Indian iron shall bear our Parvatipur traffic, and the girders which shall span the Nagavalli shall be forged at Warara

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Assistance and advice from the Government you may confidently expect The district is well represented by His Highness and Mr Dalyell in the Supreme Council, and Mr Gajapathi Row at the Presidency, and they will represent in the proper quarter the opinion of this assembly with claims to attention which will be respected I now call upon His Highness of Vizianagram to address the Meeting

(Signed) H GOODRICH

MR GOODRICH AND GENTLEMEN,

I feel I must say a few words on the immense advantages that a railway will be to this country, more than that to the whole of the Northern Circars Who that has seen the long strings of bandies wending their weary way along the roads of this district with creaking wheels and slow progress and obstructing the roadway has not *mentally* perhaps *audibly* cried "Would that they could be abolished," yet *they* represent the *sole* means of conveying the resources of that country to its seaports! Every one knows the length of time it takes to "dawd" from this country to its seaports! Yet *here* where (in a commercial sense) one place to another even when pushing on at best speed (were conveyance quicker) convey *time is money*, time is taken up to convey one load that would (were conveyance quicker) convey a dozen! The resources of a country only become developed beyond the actual requirements of the people of that country in exact proportion as means exist for transporting its produce to other places where it is wanted Moreover, the advance of railways is on all hands said to be the advance of *civilization* People are brought into contact with others whose ideas, ways, and appliances of comfort are widely different from their own, and each may learn from the other what will best suit his own conditions of life, but of which he knew not the want, or the use and benefit accruing from that use, until he saw how others were helped in their daily life by it Railways place almost *everything* within our reach, even education, for children can be sent to places to which they could hardly get before (and where schools exist with ease and comfort, instead of being discouraged by a long, weary, slow journey Invalids too can get away less expensively, less fatiguingly, for a change where easy transit exists People visit districts hitherto unthought of if *access* be *easy*, and it is quite superfluous to enlarge again on the benefits of mutual intercourse Most *absurd* and *foolish* old *prejudices*, which still clog us most injuriously at every step, get rubbed off Old ideas brighten up again, old customs get reformed, and those which are good get renewed vigour from outward intercourse Human nature has a *natural* dislike to be considered *behind hand*, but if one class see no other than itself that fact is not apparent Ask any of those districts where railway traffic exists, whether they would like to return to the old state of *road* traffic, their answer will show if a railway be a benefit or *not*, and open the eyes of the natives of this district It is natural in many of us to be satisfied with things as they *are*, and to wish to continue a little longer in the *old grooves*, but an old saying "Procrastination is the thief of time" is a very good motto Also "Never put off till to-morrow what you can do to-day" I, for my part, am fully convinced that the time has come for us to *move* On all sides around we hear of new lines being opened, of landholders, nobility, and all classes coming forward to countenance and aid such schemes as the present, *why* then are *we* of the Northern Circars to be *behind hand*, and let our country remain with its capabilities untested, its resources lying idle? It has been said that the present means of traffic are quick and adequate for the demand, but those who say this surely overlook the fact that *supply* and *demand* hang upon each other Who goes to an empty shop to buy anything? Or, having bought up the stock and requiring more, will not go elsewhere to get it? Whereas, could the stock be replenished quickly, the purchaser would not go further on, hence our supplies being known to be slow in coming are not over-taxed, but could we give as quick as asked more and more will be demanded, articles of a perishable nature or requiring to be used quickly need a quick transit, grain too cannot be detained over long in a country without damage, and it was actually found cheaper to get it from *Burmah* in the recent famine than from *here*, where we had no scarcity of *grain*, but only of the means of *carriage*! Could the railway be taken from here to Raipur, it would there join the continental system, with all its advantages and facilities for commerce (which are known to all), and upon which I need not enlarge,

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and also this would become an important seaport, in fact in due time might rival *Madras* and *Bombay*, were it once open to easy railway communication with the interior. Let *ours* be the pioneer line, let us not *always* follow in the track of others, but start for *ourselves* in the march of progress. For my own part my *dearest* wish is to benefit my people by every means in my power, and I hope I may be allowed to see them very *little* if at *all* behind hand with other parts of Her Majesty's vast Indian Empire in prosperity, comfort, and civilization, and as regards my dear son, Koomar Maharajah, all I will say is *his* wishes are in no way behind mine, in desiring to benefit those under our care, and we both agree that one of the first desiderata is adequate convenient railway communication with seaports which is as necessary as the line now proposed and with the rest of India, nor are we alone in our opinion, for as long ago as June 1873 Colonel Farewell spoke favorably of a line from Vizagapatam to Ramabadrapuram, via Vizianugger, as a great benefit and convenience to the district through which it would run, saying "that a railway from Bimlipatam or Vizagapatam via Vizianugger to Raipur would be of immense advantage to Northern Circars and the districts through which it would pass. I call the attention of the meeting to Colonel Farewell's report, as also traffic returns furnished from Bimlipatam, etc. Colonel Shaw-Stewart's opinion on the subject is very favorable—an opinion for obtaining which I must thank my kind friend Mr Goodrich, Agent to the Governor, who has also in every way given all facilities in his power to aid me in my efforts to promote this benefit to us all. I really think the time has now come for a line from one of the seaports to Parvatipur. Colonels Farewell and Shaw Stewart's remarks on traffic are most encouraging in all such undertakings. We all have to meet a number of difficulties, but by perseverance and judicious arrangements these can certainly be overcome, with all these good prospects before us we need not despair of *ultimate* success. I have had several talks with Mr Goodrich on this subject, and it gives me great pleasure to tell you all that Government (with their paternal kindness) will give all the assistance and help that is required for the benefit of the country and its people, whenever even a *branch* of railway line has been constructed it ensured about four per cent or more (to say nothing of its attendant advantages) clear profit, therefore why should not *this* district with two excellent seaports (viz, Bimlipatam and Vizagapatam) and the improved state of the country with what it was, from my own experience of twenty-seven years ago, furnish results equally satisfactory with those branch lines, if not more so, to get a *correct* statistics of the year I am afraid will not be possible until June or July next, but an *average* of the last four or five years can be taken by the kind aid of Mr Goodrich and the authorities of this district, and I have but *little* doubt it will prove in all ways encouraging.

(Signed) MAHARAJAH OF VIZIANAGRAM

The Kumara Maharajah was understood generally to support His Highness
After which Mr G L Narasinga Row read a written speech which is enclosed

(Signed) H GOODRICH,
Acting Collector and Agent to the Governor.

Speech delivered by Mr G L NARASINGA ROW, regarding the Railway Project from Raipur to Vizagapatam, at a Meeting held at Vizagapatam, on Thursday the 10th of December 1874

MR PRESIDENT, YOUR HIGHNESS, AND GENTLEMEN,

The object of this meeting is indeed remarkably suggestive of the rapid progress we have made in enlightenment and civilization under the wise administration of the British Government. The idea of a railway meeting in a little town like this could but a few years ago never have been conceived. It certainly never entered into the wildest dreams of our forefathers, or even our fathers, but for the circumstance of this meeting being at the present day convened under the auspices of His Highness our Maharajah, I should certainly not be sanguine of its success, but with a nobleman at our head of his energy, earnestness, and well-deserved popularity, hope tells

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no flattering tale when it says, "If it is possible for the scheme to succeed, follow your leader and success shall be yours."

2. Commercial affairs are little understood by my countrymen in this neighbourhood, and setting little value on time they do not appreciate expedition in their transactions. It is true that Parvatipur is the first mart for the commodities from the ghauts and the districts immediately beyond, but after the goods reach Parvatipur they are exported thence in different directions to the plains by carts, with which I am afraid the railway would be unable to compete in point of cheapness. From what I know of the trade to the north there has been no difficulty in getting the goods to Bimlipatam in time, and the ships were never detained by the non-arrival from want of *expedition*. I do not hear of demurrages paid for commodities not being ready for shipment. If, however, the railway is like a lawyer, and makes work for itself, by inducing proprietors in its neighbourhood to seek a market for products that they have hitherto neglected, their carts may then be insufficient to do more than work in connection with and subordinate to the railway, which I believe to be a very common consequence, when railways have penetrated into such fertile but thinly peopled and backward districts as those lying between Parvatipur and Raipur, to which latter place the road should ultimately be extended. I think from the above facts that the shoulder of every man in this part of the country should be put to the wheel in advancing importation and exportation from and to the ghauts, by way of opening up the resources between Raipur and Vizagapatam. It is the development that is essential for the good of the country. Restricting the trade from Parvatipur to Bimlipatam and even to Vizagapatam would not help the matter out in a grand scale. There must be something else done.

3. The natives of this district must carefully consider the whole matter in connection primarily with the advantages that are to accrue to themselves and their own district. In my poor opinion I think the railway from Parvatipur would be of no avail unless it were connected to the Raipur line. It is then I can say, with the power of a thousand tongues, that the district of Vizagapatam and especially the territory of Jeypur would be benefited and their resources developed. Should it come to that, it would be a happy era to this part of the country and for India in general.

4. When Hyderabad, Jeypur and other countries have had railways in their own territories, I do not see why His Highness the Maharajah of Vizianagram should not have them in his own, redounding to his energy and enterprise, for the good of his countrymen. All that His Highness should aim at, for the good of his country, is to adopt measures for realizing the resources of his territory and the district he lives in and thereabouts.

5. I know very little of the statistics of trade between Raipur and Parvatipur, and were I in possession of such, I do not think the accounts thereof would be encouraging for me to build any theory on such basis, and it would not be the criterion to go by. It is like groping in the dark, with only a glimpse of the prospect flashing at intervals, for the railway from Raipur would open another era to the districts of Ganjam and Vizagapatam.

6. Now I turn to my countrymen, and try to explain what a Company is. In mercantile affairs one single individual and a few others cannot embark in an enterprise of such dimensions as, if it fails, must bring down ruin upon their heads. On the contrary, a Company embarking in a trade opening several shares, would affect each individual in a small degree. If it is a Chartered Company, and should there be a loss, each shareholder would be liable to the extent of his share in the Capital, and not beyond it. Should one man and a few others take up the whole matter, leaving the contributors behind the screen, he or they must be answerable for its whole liabilities.

7. I cannot pretend to speak as to the immediate prospect of advantage, but in time, say in eight or ten years, the result would be, if I am not too sanguine, exceedingly advantageous. In embarking in a matter of great importance, I am sure allowances would be made for the present difficulties, and obviating them. There is one goal to which we all must look, without being discouraged by the mistakes or mishaps we may make in the attempt. Hindu civilization must have for its object that very goal, which is the good of the country. It is to arrive at this goal that we must all unite and spare nothing in our power.

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8 Our paternal Government has done, in my opinion, all they can in Native Education, but I am afraid they have not carried out the point they must have aimed at, that is, befitting natives for different trades. In the infant state of Hindu Society, however, the Government should not be discouraged, but try something else for their Hindu subjects. In England and on the Continent of Europe there are thousands educated for different trades, and the people conversant in them have been working not only for their good but also for their country, and I do not see why this should not be the case with India. Let every man have his own choice of trade he may embark in, and all that is required is to have masters for instructing him in earning his livelihood. For higher prospects let him try, after he once can manage to live from hand to mouth.

9 It is industrial establishments, in my opinion, that would renovate India, but not the B As and M. As or even the B Ls. Let different trades be known to our country, and let science come afterwards to bear upon it. One of the greatest hinderances to the advance of India has been, and still is, the separation of *learning* from *work*, *art* from *science*. The Brahmin will read and study from day to day, from year to year, throughout his whole life, but never obtains from his knowledge the fruit it is calculated to yield, for he would almost as readily try to fly without wings as to put his finger to a workman's tool. So on the other hand, the workman thinks that books and studies are for Brahmins, Curnams and such like, but not for him. Yet until Learning is brought to bear on Labor, Science on Art, the one is fruitless, and the other but a wild mango at the best. The two must be brought together and go hand in hand, and then and then only may we hope to see our native land taking its place among the first rank of civilized nations and becoming famous for the discoveries of its philosophers and inventions of its artists, as well as in former days for the songs of its poets. This however, is a digression from our main subject, though intimately connected with it. But to return.

10 The construction of the railways and station-houses would add to the instruction of the industrial class a great deal. Before the commencement of the Sugar-works at Chittivalsah, there had been in the neighbourhood workmen, carpenters, iron and brass smiths, and masons earning from 3 to 6 Rupees each a-month. I know from my experience that after they had their education in the Workshop, which was started soon after the Sugar-works, they have improved so much, that they are earning more than treble the wages now. The first can put their hands now to planes three times the size of the native planes, the second can use the lathe with great advantage, turning iron and brass quite as neatly as if they were wood or any soft matter, while the third can cast in earth hundreds of goglets and other household utensils in a day, each of which would take up a fortnight to be cast in the old way of moulding in wax and clay, and the fourth, instructed at the Workshop, can lay in more than double the number of bricks he could do in his original way.

11 The advantages arising from a railway are not perceptible to native eyes, as they rise slowly in proportion to the progress the railway makes, as also to the development of the trade and resources of the country it runs through. I see there is a mania in the district for sinking money in lands, hardly at an interest of from four to four-and-a-half per cent per annum, which is attended with so many contingencies, viz, swamping of the fields, drought, fall in prices, etc., whereas with the railway, the dividend would be progressive, according as the resources of the country through which it passes are developed.

12 The lands about twenty years ago used to fetch prices equivalent to ten per cent, if not more. The present rise in price owes a great deal to the enhancement of prices in market. Although of late years the rates have risen they must fall when reaction sets in, whereas with the railway, in my humble opinion, the advantages would be progressive and would never be deteriorating, as I think in opening up the trade from Raipur to the coast.

13 The Jeypur territory of this district is very extensive, and there is no knowing its resources, which a railway would open up. It is as you know a hilly country, abounding in forests, with plains extremely rich and fertile. The want of free and easy communication for man keeps it as a wild fastness, more fit for the denizens of the forest than for man in any stage of

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civilization. Its food grains are more than enough for its small population, and the Zemindar stores them in his granaries for foreign consumption. But how much of the country remains yet to be cultivated, and is now quite neglected from want of population, breeding sickness from the quantity of decomposed vegetable matter remaining untouched. A railway through it would most decidedly be attended with all the advantages occurring from easy communication and consequent increase of population and labor. At present a very small portion of the trade of the Nagpur country finds its way to our coast, whilst railway communication with the coast must necessarily divert to these parts a good deal of that trade which now goes to Bombay.

14 For the satisfaction of my countrymen, I will ask my friend to read some statistics.

15 I feel diffident to suggest a mode to convince the people of the good derivable by the railway. In my opinion, His Highness should have meetings in five or six important places in this district, where His Highness himself, by his affability and kindness to the people, can do a great deal towards inducing them to embrace the project and to co-operate with His Highness in forwarding it, assisted by some able and popular hands, such meetings in the districts in our neighbourhood, *i.e.*, Godavery and Ganjam, would not be amiss. I know His Highness' name goes a great way with the people. His assurances will give confidence to them. With his influence and power over them I think His Highness will meet with every success.

16 Granting that the railway from Raipur to our parts would have the desired effect I think something ought to be done to tempt exportations from the ghauts. The ports of Bimlipatam and Vizagapatam, in my opinion, are quite unsafe, so many wrecks happening for want of protection. It is highly necessary to have a harbour at Vizagapatam for the working of the railway in prospect. I think both the railway and harbour are inseparable, one cannot do without the other, for which I propose another meeting to discuss the harbour question.

As the representative of the Maharajah of Jeypur, and as an humble member of the community here, I may be permitted to say a few words.

There is no use in wasting time upon expatiating upon the advantages of a railway in this country. Everybody here knows what a railway is, and what its advantages are.

Neither His Highness the Maharajah of Vizianagram, K C S I, nor Mr G L Narasinga Row, has touched upon the practical questions to be discussed in this meeting.

There is one point in what Mr G. L. Narasinga Row has said. He thinks that, unless we are prepared to undertake the construction of a railway from our coast up to Raipur, there is no use in talking of a railway. He thinks that one from Bimlipatam to Parvatipur will be of no use. There is no doubt that a railway from our coast up to Raipur will be very great advantage, but because we cannot at present project one up that point, it will not do for us to abandon the present scheme. It will not do to wait until some one drops down from the skies and furnishes us with sufficient money to construct a railway from our coast up to Raipur. From a line connecting our coast with Raipur, and therefore with Central Provinces, the Maharajah of Jeypur and his extensive territory will be very largely benefited, and the Maharajah of Jeypur will no doubt give all his support to it.

But I think that no time should be lost. Let us begin with what we can begin. If we can construct a line from the coast up to Parvatipur, the line so constructed or being constructed may attract English capitalists into our country, and when we get English capitalists to take up the work it will be done in no time.

I was first thinking of our line commencing from Vizagapatam instead of Bimlipatam. When I proposed this to Mr Goodrich he said that there were greater facilities for landing goods and materials at Bimlipatam than at Vizagapatam. This is an advantage which Vizagapatam does not as yet possess. When my friend Mr G L Narasinga Row has completed the harbour works of Vizagapatam, it will be an easy matter to connect Bimlipatam with Vizagapatam. Then with a harbour and a railway running from our coast into the Central Provinces Vizagapatam will be one of the foremost places in India.

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In my friend Mr G L Narasinga Row's encyclopedic speech he speaks of industrial schools for the benefit of the people. There is no doubt that the industrial schools are the great desiderata of our country at present, but let us once begin to construct a railway from our coast, and the construction of a railway will of itself be a sort of large industrial school for the people. Then where is the money to come from for the construction of a railway from Parvatipur? The Government have no money to spare.

Then where is the money to come from for the construction of a line from Bimlipatam to Parvatipur? The distance is about 65 miles, and, supposing that our line will be constructed on the narrow gauge, it will cost about 48,000 Rupees a-mile. In round numbers we require a sum of about 32 lakhs of Rupees for the construction of this line. The Maharajah promises to pay down 14 lakhs and to supplement this large amount by 6 lakhs more. If so, he will have the lion's share in the good of the undertaking. This will not do. We must not let him reap all the benefit of our railway. We must make him as small a subscriber as possible with reference to his share in the good of the undertaking. The district is full of Zemindars rich enough to compete with the Maharajah, and we have many a moneyed man whose extra money is now lying concealed underground. Let us exhume this hoarded money, and let us invest it in this undertaking.

The Government will help us in this capital

The Government will help us in every way except guaranteeing us the interest upon the capital.

But we are not very enterprising. We cannot part with our money until we have some guarantee that we shall have an adequate return for it. If we can give the subscribers some such guarantee money is sure to rush in.

We have to devise some plan and I think we will not be able to do so.

We have to devise some plan or plans for assuring the would-be subscribers that their money will not be lost, and that they may expect a fair return for their investments.

I think if there was a Company, such as that of Messrs Arbuthnot and Co.,

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advantages arising from a railway cannot be produced by mere carts may easily be perceived as follows

4 If we calculate the number of days it will take for a common cart to reach Vizagapatam from Parvatipur, as also the fractional part of a day in which a railway train would be here from the same place, it will then be quite apparent that the advantages of the latter are by far very great. Besides ordinary bandies take long time to travel, and the expenses and hardships caused in the interim to the bullocks and their drivers would be prevented by a railway.

5 In my opinion a railway constructed as far as Raipur would if connected with Nagpur line be attended with immense advantages. Although we may not have immediate prospect of such advantages, yet a railway constructed for the present up to Parvatipur would itself have way for the completion of the remainder in a short time. Will not the advantages resulting simply from the trade above mentioned suffice for the present? Cannot this project be gradually brought to completion either by the respectable gentlemen now present here, or by a community of merchants who feel encouraged, as the advantages of a railway are being well appreciated by all men in consequence of the development of trade? Thus let us start at present, and it will gradually develop, and from the works which it will create many men will be trained in business. Will not then this of itself occupy the place of an industrial school, and giving increased work to the inhabitants here advance civilization?

6 Moreover, as occasion arises for trade to develop, ships will begin to come in large numbers, when merchants knowing the benefits to result will unite together and attempt to construct a harbour. This will then find work for many men and enable them to earn their livelihood. The effects of these great men conduce to the welfare of the

7 View it in any light you may, the efforts of these great men conduce to the welfare of the people, and we all therefore pray the Almighty that the work may be put in hand, and that the

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