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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W DEPARTMENT

G.O. No. / B.P. No.	2682 W	Press. / Mis.
Dated 16. 10. 1882 ~~197~~ .		

Not to be folded or roughly handled

16th October 1882, No. 2682 W., Public Works.

2682
1

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Nos. 86 & 87.

Letter—from

Colonel J. SHAW-STEWART, R.E.,
Offg. Secretary to Government, Public Works Department,

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department.

Sir,

In continuation of my letter No. 2367 W., dated 13th ultimo, submitting a report with map and sections showing the result of the reconnoissance lately made for a railway between the littoral of Vizagapatam and Raipur in the Central Provinces, I am desired now to state briefly the conclusions at which this Government has arrived after a careful consideration of the information which has been received.

2. As regards the location of the line, His Excellency the Governor in Council sees no reason to dispute the accuracy of the deductions recorded by the Consulting Engineer for Railways in his note of the 11th September as to the general preferability of the eastern route, viâ Ombadola, to the western one passing over the Jeypur highland, and west of the Noagarh hills. Not only would serious engineering difficulties have to be overcome in ascending by the latter to the Merialpád Saddle, 3,250 feet above mean sea level, but it is clear from the work now under execution in the new Potinghy Ghât that fever of a deadly character has to be encountered, and must, in the opinion of this Government, constitute a grave objection to this route, both in reference to first construction and to the subsequent working of the line.

3. As a set off against these objections there is nothing in the character of the country traversed, in the natural productions seeking an outlet, or in any such decided short-coming of the eastern line as to present preponderating advantages. The reverse is in fact the case, as the uplands of Jeypur which have to be crossed before descending into the country to the westward are more sparsely populated and have a poorer soil than probably any similar portion in either of the routes in question. For these and other reasons His Excellency the Governor in Council has no hesitation in pronouncing in favor of the eastern route, so far at least as relates to the portion extending from Párvatipur, viâ Raigudda and Ombadola, to Assurgor.

4. Northward of the last named point the country presents no further difficulties than those inseparable from the crossing of several streams, and particularly the river Mahánadi; and as the question of extension in this direction must in the main depend on considerations connected with the location of the projected line which is to traverse the country between Sitarampur and Nagpur (with regard to which the Government of India are necessarily in possession of the best information), this Government does not consider it necessary to record any decided opinion.

5. In the event however of the Government of India deciding that eventually bifurcation of the main line is to take place at Assurgor, one branch leading north-west towards Raipur, and the other through Sampore and Sambulpore to the north-east, the former should, I am to say, be first constructed, as it would tap a better grain country and would thus more directly meet the immediate objects of a protective work.

6. As regards the traffic which may be expected, there is abundant proof in Mr. Nordmann's report and in all the evidence which has reached this Government that already, notwithstanding the absence of anything like a made-road, there is an immense amount of produce, carried now wholly on pack-bullocks, seeking an outlet in both directions, and which may on reasonable facilities being afforded readily increase tenfold.

7. Any amount of the best land in Kalahundy and elsewhere is to all appearances only awaiting immigrants and the plough to yield an enormous produce, and the cheap conveyance of salt from the coast must prove an incalculable gain to all that part of India. In famine moreover as has been pointed out in previous communications, the provision of a railway leading direct from the grain-producing country of Chatisgurh to the coast cannot fail to save life and counteract the suffering on the recurrence of famine, similar to that to which the inhabitants of Vizagapatam were exposed in 1865-66.

8. For administrative purposes, it may suffice to note that the whole strip of country constituting the Vizagapatam and Gangam Districts, is, from the absence of trunk roads to the westward, and the presence of a dangerous surf during the monsoon, frequently entirely cut off from communication with the rest of India, and that any means, such as the railway now proposed, must of necessity prove of the utmost utility to Government. The disturbances which not long since occurred in the hill tracts to the south and west, and more lately in Kalahundy, and the difficulties found in dealing promptly with these owing to the total absence of communications, add to the force of these remarks.

9. Notwithstanding, however, the very favorable general ~~projects~~ prospects of returns from the line now proposed, there are no present means of so formulating these as to prove what may be the actual present amount of traffic, still less what this under altered circumstances may be expected to expand to; His Excellency the Governor in Council therefore prefers to base proposals for the line, for the early construction of which both the late and present Maharajahs of Vizianagram and all the neighbouring zemindars have expressed the greatest desire, on its claims as an invaluable protective work for the inhabitants of the coast districts.

10. Were the scheme to prove itself barren of any other results than those of saving life during famine, and of improving the communications for administrative purposes, His Excellency in Council would have no hesitation in according the scheme his warmest support; but as to this must be added the many certain but necessarily at present undefined advantages which must follow on the opening of this important artery of trade, he looks forward with assurance to the early sanction of the scheme by the Government of India. Were an energetic staff at once appointed, the whole work of locating, surveying, and estimating for the line might be carried to completion in the approaching cold season.

11. In conclusion, I am desired to draw attention to one point which has, for various reasons, neither formed portion of Mr. Nordmann's reconnoissance nor of the Consulting Engineer's note. I allude to the terminus of the proposed railway on the coast.

12. As well known, there are no engineering difficulties in the country traversed anywhere between Párvatipur and any place which may be selected as a terminus on the coast, whether that be Calingapatam to the north or Bimlipatam or Vizagapatam to the south.

13. Looking generally to the demands of trade alone, there would not appear to be very much to choose between the two first named ports, at both of which there are European firms commanding large means and a thriving and increasing trade; but taking into account the fact that Vizianagrum is the capital of this part of the coast, that the Maharajah has all along taken a most lively and intelligent interest in the scheme, and that Waltair to the south (close to Vizagapatam) is the divisional head-quarters, His Excellency in Council is disposed to recognise the superior claims which this direction for the main line possesses over any other.

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15. Should His Excellency's views, as above indicated, meet with acceptance, the trunk line would proceed from Vizagapatam to Vizianagrum, Párvatipur, Raigudda, and Ombadola to Assurgor, and thence at the option of the Government of India either bifurcate to Raipur and Sambulpore or, if a single line be preferred, hold a directly northern course so as to join the main east and west line at the most convenient point.

I have the honor to be,
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Your most obedient servant,

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Offg. Secretary to Govt., P.W.D.

Fort St. George,
16th October 1882.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras.
PUBLIC WORKS.

Dated October, 16th.

Recd. *Encl.*

G.O., 16th Oct. 1882, No. 2682 W.

OCTOBER.
Nos. 86-87.

Vizagapatam-Raipur Railway.

Views of the Madras Government regarding the construction of the —.

2682/3

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 86.

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10. Were the scheme to prove itself barren of any other results than those of saving life during famine, and of improving the communications for administrative purposes, His Excellency in Council would have no hesitation in according the scheme his warmest support; but as to this must be added the many certain but necessarily at present undefined advantages which must follow on the opening of this important artery of trade, he looks forward with assurance to the early sanction of the scheme by the Government of India. Were an energetic staff at once appointed the whole work of locating, surveying, and estimating for the line might be carried to completion in the approaching cold season.

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2682/7

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Govt. of {1882} Madras.
PUBLIC WORKS.

Dated October, 16th.

Recd. *Encl.*

G.O., 16th Oct. 1882, No. 2682 W.

OCTOBER.
No. 86.

28-10-82

Vizagapatam-Raipur Railway.

Views of the Madras Government regarding the construction of the —.

2682
3

Hon H E Sullivan
Hon D F Carmichael
Rt Hon the Governor

Vizagapatam-Raipur Railway

Draft of letter to the G of I for approval

Abbott
2/10/82

16 12 W

Mr 1.10
Cir. 4/10 R 11/10

Urgent

Hon. D. F. Carmichael

2682/7

I request to circulate the file regarding the Vizagapatam & Raipur Railway to the H.M. with reference to the remarks in my O.C. of the 22d inst., and to H.E. the Governor wish that the matter may be discussed at the next Council

26.9.82

Thanks.

I carefully went thro' all these papers before marking "for next Council"

26/9

~~Hon H.E. Sullivan~~
~~Rt. Hon. the Governor~~
~~Hon D F Carmichael~~
~~Revenue Dept.~~ 2602/9
Finance

Vizagapatam – Raipur Railway Scheme

Unavoidable delay having occurred in preparing the documents & maps in connection with the above scheme, and the G of I having meanwhile requested, that as it was desired to have the case sent up at once if action was to be taken during the approaching cold season the papers might be submitted, it was deemed best to send them up with an explanation as to the cause of delay &c. – see my letter No 91 of 13th Sept 1882 –

It now remains for the Govt. to submit an

As to (1) there can be no doubt.
As to (2) we must be guided by the weight of professional authority & must discuss the question in Council. [illegible] have a smaller map ready for reference or such as the large one
(3). There is no evidence that the work will be productive.

Ord 12.9
Cir: 22/9 R 25/9.

expressions of their
views on the whole
subject

(1) as regards the general
need for such a
line of communication

(2) which of the alternative
routes should be
adopted

(3) whether it can be
classed as Productive
or Protective

As regards (1) there have
already been several ex-
pressions of opinion on
the subject both on the part
of the G of I and this Govt.
but as the Hon. Mr Car-
michael knows the
requirements of this part
of India probably better
than any one else I
would venture to suggest
that he might with
great advantage frame
a minute on the subject.

With reference to the
preference of routes the
reasons adduced by
Colonel Shaw – Stewart

in his note of the
4th inst: in favour of the
eastern one via Ombalode
are extremely cogent.

In addition to the great
height 3260 over which
the western route has to
pass too great stress
cannot be laid on the
extreme unhealthiness
of the tract – The sick-
ness and deaths which
have attended the opening
of the Potingly Ghaut have
I may say without the
least exaggeration strained
the resources of the Dept:
and Mr Harris the Ex:
Engineer, who had long
experience of other most
feverish tracts, and who
has himself suffered
most severely from fever,
has lately assured me
that this portion of the
country is quite the worst
for malaria of any he
is acquainted with –

Mr Turner who is
naturally very much inter-
ested in the undertaking

is much approved to taking the line by Saler and over the summit pass Saddle, but as the Mining Engineer he would from a "Collector's point of view" prefer a line which starting from Ryagaddah should make more directly westward for Narsingpur

Colonel Shaw-Stewart alludes to this in his last paragraph, but as I venture to think mostly clearing this line as a possible future feeder to the main line, which in any case should have its location as direct as possible between the termini wherever they are

As far as Assergor it therefore appears to me that the safest route will be that known as the eastern — but from that point onwards there is doubtless much to be said in favour of each of the following courses (1) an eastern connection through Dewalfore

2682

and Dewalfore (2) a western one towards Raipur and (3) one leading directly to the north — The Govt. of India will it seems to me be alone in a position to decide in regard to this portion of the Scheme

In regard to the third point whether the line can be classed as Productive or Protective it seems to me that however good the prospects may be there is absolutely no sufficient proof in figures to show what the remunerative returns are likely to be, and that no other course is open than to consider it a Protective work — In connection with this point I beg to circulate a Confidential note just received from Colonel Turner R.E.

In conclusion it is needless to say that the [illegible] of

Vizzianagram is
so desirous of helping
in the work that he
might be looked to
for large pecuniary aid
were it so desired.

The line however as
now projected is clearly
a main trunk which
as time goes on must
be fed by numerous
feeders. First there
is the Narraspore branch
above adverted to
and such lines throughout
the littoral tract itself. To whatever part
of the Seaboard the
main line be taken, e.g.
Vizagapatam or Bimlipatam, other points
will no doubt have to
be put in connection with
the trunk before long.
Calingapatam may
among other places be
mentioned; but beyond
this may be a network of feeders is certain
to spring up locally

and I venture to think
that it is in connection
with the developments
of such the means at
the disposal of the
Maharajah will be best
employed ~~[illegible]~~ — Could
such a course approve
itself to the Govt. and
the Maharajah he might
be disposed to commence
one of these lines about
simultaneously with the
works on the main trunk

Rtt

22.9.82

P 1

B & R

No. 2682 W. [illegible]

2682/13

Government of Madras,

PUBLIC WORKS DEPARTMENT.

[illegible] 11-10-82

To

The Secretary to the
Government of India
P. W. Dept.

16th October 188

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? Will not they harm the port of the Vizagahs?

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D682/21

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Desptd to Simla
16/10/82

J.S.C. [illegible]
21/10

2/10/82

27 [illegible]

revised copy [illegible]
8/10

E.W.

Lb. 2366. k 13.9.82
2367.
— 1719. k — 8.7.82

Cir. 6/10 R0/10

10/5/99 ✓ 7-11-07 ✓

27-1-31 B III

Govt. of (1882) Madras.
PUBLIC WORKS.

[illegible] 10/76

Dated

Recd. Encl.

G. O. 16 Octr 1882, No. 2682 W.

16-10-1882

Nos. [illegible]

Vizagapatam-Raipur
Railway &c.

Views of the Madras
Govt in regard to
the direction of the —

16/10

[illegible]