

28TH NOVEMBER 1883, No. 3394 W, PUBLIC WORKS.

GOVERNMENT OF MADRAS
PUBLIC WORKS DEPARTMENT.

Buildings and Roads
Civil Works

READ—the following papers —

Telegram from Superintending Engineer, First Circle, dated 13th November 1883
Telegrams from Superintending Engineer, Second Circle, dated 12th and 17th November 1883
Letter from Superintending Engineer, Second Circle, dated 17th November 1883, No 313
Letter from J H GARSTIN, Esq, c s r, Acting Second Member, Board of Revenue, dated 13th November 1883
Letter from W WILSON, Esq, Director of Revenue Settlement and Agriculture, dated 13th November 1883, No 2911/88
Letter from H Sr A GOODRICH, Esq, Collector of Bellary, dated 16th November 1883, No 4160
From the Chief Engineer for Irrigation, dated 24th November 1883, No 34 W.

ORDER—dated 28th November 1883, No 3394 W, Public Works
Ordered that the Government of India be addressed.
(Here enter No 3395 W, dated 28th November 1883)

(True Extract)

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

To the Consulting Engineer for Railways, with copy of letter

Exd A Aubert
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of Madras.
PUBLIC WORKS.

Dated November, 28th

Recd

Encl

G.O., 28th Nov. 1883, No. 3394 W.

NOVEMBER.

Metre-gauge Railway

Regarding the proposed construction of a
— from Vizagapatam to Cocanada with an
extension to Madras and a line from Vizaga-
patam through Ganjam to Cuttack in Orissa.

28TH NOVEMBER 1883, No 3395 W, PUBLIC WORKS

PUBLIC WORKS DEPARTMENT.

Buildings and Roads
Civil Works

LETTER—from

COLONEL J SHAW-STEWART, R E,

Secretary to the Government of Madras,

Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT

SIR,

I am directed to acknowledge the receipt of your letter, No 985 R C, dated 2nd November 1883, requesting the views of the Madras Government on proposals from certain English promoters for the construction of a metre-gauge railway from Vizagapatam to Cocanada with an extension towards Madras, and also for a line from Vizagapatam through Ganjam to Cuttack in Orissa

In reply I am to state that this Government see no present necessity for the proposed line of railway, and are of opinion that there is no prospect of such necessity arising in the immediate future

The cost of the line, owing to the character of the country to be traversed would, I am to point out, be far in excess of the average cost of ordinary metre-gauge lines, as the line would have to be carried across the entire drainage of that part of the peninsula, including the Godavari and Kistna rivers, the anicuts on which could not possibly carry a line of railway

The Government are of opinion that there is no prospect whatever of such a line yielding a return in any degree commensurate with the large outlay involved

I have the honor to be,

Sir,

Your most obedient servant,

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

FORT ST GEORGE,
28th November 1883.

Exd A Aubert
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BUILDINGS AND ROADS
CIVIL WORKS

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated November, 28th

Recd

Encl.

28th Nov. 1883, No. 3395 W.

NOVEMBER.

Metre-gauge Railway

REGARDING the proposed construction of a
— from Vizagapatam to Cocanada with an
extension to Madras and a line from Viza-
gapatam through Ganjam to Cuttack in
Orissa

12TH NOVEMBER 1883, No 3203 W, PUBLIC WORKS.

GOVERNMENT OF MADRAS

PUBLIC WORKS DEPARTMENT

Buildings and Roads
Civil Works

READ—the following letter from W S TREVOR, Esq, Secretary to the Government of India, Public Works Department (Railway Construction), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 2nd November 1883, No 985 R C —

The Secretary of State having received proposals from certain English promoters for the construction of a metre-gauge railway from Vizagapatam to Cocanada, with an extension towards Madras, and also for a line from Vizagapatam through Ganjam to Cuttack in Orissa, I am directed to request that the views of the Government of Madras on these projects, with any information available as to their expediency and probable remunerativeness, may be forwarded to the Government of India at the earliest possible date

2 It should be stated, as far as possible, whether the country to be traversed would involve expensive works of construction, and whether the ancuts on the alignment would be sufficient to carry a railway of the metre gauge

Information of a general character only is at present wanted, but I am to ask that this may be as complete as possible without resort to lengthy inquiries

3 The following telegram, now confirmed, was despatched to you on the 2nd instant —

“Proposals having been made by certain English promoters to Secretary of State for metre-gauge railways from Vizagapatam to Cocanada, with extension towards Madras, also to Cuttack through Ganjam, Mr Hope wishes, if possible, to be furnished, during his approaching visit to Madras, with views of Madras Government on expediency and remunerativeness of projects and sufficiency of ancuts to carry line Letter follows”

4 The Government of Bengal has been addressed regarding the Orissa projects, as its northern portion is in that province

5 The reply to this letter should be addressed to Calcutta

ORDER—dated 12th November 1883, No 3203 W, Public Works

The undermentioned officers will be requested to state briefly their views respecting the proposed lines of railway named in the foregoing letter, and to lay the same before the Government not later than the 18th current —

Mr J H Garstin, c s i.
Mr W. Wilson

Mr G D Leman
Mr H St A Goodrich

2. The Superintending Engineers, First and Second Circles, will be requested, by telegram, to report on the probable amount of waterway which the proposed lines will require.

3 The Chief Engineer for Irrigation will report on the sufficiency of the Godáviri and Kistna anicuts to carry a metre-gauge line of railway

(True Extract)

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

To J H Garstin Esq, C S I
„ W Wilson, Esq, C S
„ G D Leman, Esq, C S
„ H St A Goodrich, Esq, C S
To the Superintending Engineer, First Circle
„ „ „ „ „ Second Circle
„ Chief Engineer for Irrigation
„ Consulting Engineer for Railways
„ Revenue Department.
„ Financial „

Exd A F Goodall
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated November, 12th

Recd

Encl

G.O., 12th Nov. 1883, No. 3203 W.

NOVEMBER.

**Metre-gauge Railway from
Vizagapatam**

*The opinions of certain officers on proposals
for constructing a — to Cocanada and
Madras and a line through Ganjam to
Cuttack, called for.*

Coimbatore Collector's

Nº 99

Office 29 November 1883

From

G. D. Leman Esquire

Collector of Coimbatore,

To

Col. J. Shaw Stewart R.E.

Secretary to Government, P.W. Dept.

Madras.

Sir,

1 With reference to G. O.
Nº 3203 W, P.W.D., dated 12. November
1883, I can only give an opinion
based on my knowledge of
the Country &c on the proposed
extensions of the Railway in question.

2. Generally speaking I should
say that the expediency of any

line of Railway depends on whether it will pay or not, putting aside the question whether it is wanted for defence, which does not arise here.

3. In regard to the Ganjam extension, the line would I presume pass through the town of Chicacole, a place of 15,000 inhabitants, after which there is no large town for 80 miles when it would reach Ichapur - from thence Berhampur is 20 miles. These are the only large towns on the line.

4. Chicacole Talug is fairly well cultivated, chiefly with rice. Parla Kumedhi Zemindari the same

and the produce of both would be within 20 to 50 miles of the line and so within easy cart-reach; but from the borders of Chicacole Talug to within about 15 miles of Ichapur, a distance of 50 miles, there is but dry cultivation and a poor country, while for some twenty miles there is but a narrow strip of level land between the sea and the Hills. From Ichapur to Berhampur is a large rice country again running into the interior but within easy cart-reach of the line.

5. The trade routes of the district are not (as this line

would run) in a direction parallel with the Coast, but in a direction exactly opposite i. e. at right angles, because the bulk of the surplus produce and what is not consumed in the District goes to the Sea-port towns of which there are 2 large and 5 small to be shipped generally for Europe, at special times, as in the famine for Madras or somewhere else on the Coast.

6. I think it may be said it is unlikely that this line of Railway would alter the whole system of trade in Ganjam. Now goods for export are collected by Native Merchants and by

the agents of Madras Firms at the sea-ports, chiefly Gopalpur and Balingapatam, and ships from Madras come and load on the spot and go off to their destination.

7. The value of exports by sea from Ganjam District would be about an average of 35 lacs, $\frac{1}{2}$ rice $\frac{1}{4}$ seeds, hides and the like and the rest sundries, and it is doubtful if these would bear the increased price that would be demanded at home in consequence of the carriage by rail out here even if they got on to the rail, but as I say, the direction of the rail is not the way they now come.

8. This trade depends on the seasons of course and is active only when the crops are being gathered viz from January to April.

9. There is also a fair trade from Orissa to Ganjam in rice by road: the Ganjam Cultivator selling his good rice in Ganjam and supplying his own wants from Cuttack where the rice is of inferior quality.

10. But this is a trade that the Railway will not be able to gain. It is carried on by the poorer ryots (as may be imagined) who have no employment for their bullocks

and Carts after the cultivation is over and who would still continue to go and fetch the rice as long as it was for sale in Orissa and to save their pockets of charge for carriage.

11. There is a certain amount of produce sent up and down the coast from port to port but though this is continuous in the year as I have said the bulk of the produce goes right away. The question then seems to resolve itself to this. Would this Railway way take the interport trade from the Steamers, if it would, would it be remunerative? I do not think it would take at the trade -

12 The line would be expensive
No doubt, for on the other side
of Chicacole i.e. South, is the
Langulia river 15 miles on the
Wamsadara, 30 miles further the
Mahendra Tania, near Ichapur
the Balunda river and at Ganjam
the Pushikulia, all which must
be bridged -

13 The Southern extension
from Cocanada towards Madras
is not so well defined by the
country as the Northern -

14 But as an attempt to keep
near the coast would involve the
line in such a net-work of
Backwater and Swamp that the
expense would be enormous and
as a question is asked whether the amounts

would bear the line, I presume it
would run through the Krishna Dis-
-trict, parallel with the Canal from
Ellore to Bezawada, where it would
meet the Hyderabad line and from
there if extended, it would compete
with the Buckingham Canal. With
what chance of success I cannot
say for the Canal was made since
I left the District and I do not
know what the traffic on it is
now? what are the rates? and
whether the produce carried, if the
Railway could undersell the Canal,
would be remunerative. The accounts
of the Canal should, I think, show
this. But I have little hesitation
in saying that if any extension
beyond Bezawada is to pay, it must
go to Madras.

If the line from Hyderabad to Bezawada
is to be, I believe that an extension
of the proposed line to Bezawada
might pay, chiefly because it would
open up the Eastern Coast with the
interior and Bombay - No doubt
the natural outlet for surplus
produce is by the sea-ports of
the Eastern Coast but the facilities
of these are impeded by the bad
anchorage and consequent diffi-
culty and uncertainty of loading.

15. The line itself as proposed
from Vizagapatam to Coconada
cannot pay, I think. With the exten-
sions proposed and if the Hyderabad
Bezawada & Bimlipatam and
Raepore line are made I think
it has a better chance, but I do
not think the Engineers will fear

of a line over the anicuts of the
Godavari and Krishna rivers.

I have the honor to be,
Sir,

Your most obedient servant,

W. Leman
Collector -

No 3272 Wd/ December 4th 1883

Recorded with
reference to P.G. No
3394 Wd/ 28th Nov. 1883

C

(1883) Department
From, the Collector
of Cannalore

To, the Secretary to Govt.
P.W. Depart.
Madras

No 3272 Wd/ December 4th 1883
p. 99

Dated 29th November/83
Recd 3.10.83.
cre.

Giving his opinion
with reference to G. O
no 3203 W. P.W. Dept.
dated 12th November 1883
on the proposed extension
of the Railway refer
to therein.

A. No 3203 h 12 11 B
" 3394 h 28 11 B
3795

57C Subd. Secy. to Govt. Secy.