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.I., 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. ST. 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 {1883} 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 Vizagapatam through Ganjam to Cuttack in Orissa.

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 Godávari 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.
Spare Copies

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 Vizagapatam through Ganjam to Cuttack in Orissa.

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 anicuts 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 anicuts 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. G. D. Leman.
Mr. W. Wilson.	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 Godávari 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 29th November 1883

From

G. D. Leman Esquire
Collector of Coimbatore,

To

Col. J. Shaw Stewart R.E.
Secretary to Government, P.W. Deptt.
Madras—

Sir,

1 With reference to G.O. No. 3,203 W, P.W.D., dated 12th 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 Ichapúr - from thence Berhampúr is 20 miles. These are the only large towns on the line.

4- Chicacole Taluq is fairly well cultivated, chiefly with rice: Parla kimedi Zemindari the same and the produce of both would be within 20 to 50 miles of the line and to within easy cart-reach; but from the borders of Chicacole Taluq to within about 15 miles of Ichapúr, 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 Ichapúr to Berhampúr 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 as 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 Calingapatam, 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, ½ rice ¼ 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 consider time to go and fetch the rice as long as it was for sale in Orissa and so 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 take the interportal trade from the Steamers, if it would, would it be remunerative! I do not think it would take 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 Ichapúr the Bahuda river and at Ganjam the Rushikulia, 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 expence would be enormous and as a question is asked whether the amounts would bear the line, I presume it would run through the Kistna District, parallel with the Canal from Ellore to Bezwada, 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 Bezwada is to pay, it must go to Madras.

If the line from Hyderabad to Bezwada is to be, I believe that an extension of the proposed line to Bezwada 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 difficulty and uncertainty of loading.

15- The line itself as proposed from Vizagapatam to Coconada cannot pay, I think. With the extensions proposed and if the Hyderabad Bezwada & Bimlipatam and Raepore line are made I think it has a better chance, but I do not think the Engineers will hear of a line over the anicuts of the Godaveri and Kistna rivers-

I have the honor to be,

Sir,

Your most obedient Servant,

W Leman

Collector -

No 3272 W d/ December 4th 1883.

B

Recorded with
reference to P.G. No
3394 W d/ 28th Novr 1883

Ch

3·12·83

A No 3203. h 12. 11. B
" 3394. h 28. 11. B
3395.

(1883) Department

From, the Collector

of Cuddalore

To. the Secretary to Govt

P. W. Depart.

Madras.

No 3272 W d/ December 4th 1883.

Encs 99

Dated 29th November/83

Rec'd 3·12·83

ers.

Giving his opinion

with reference to G. O

ers 3203 W. P.W. Dept

dated 12th November 188

on the proposed extension

of the Railway refer

to therein.

E7C Sub Div Asst Regts Let 3/12