Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 212 Ry

DATED 10th February

[Despatch Abstract.]

East Coast Railway - Petition from inhabitants of Ongole, &c., Particularising the advantages which are likely to accrue to the East Coast trade by extending the — from Nellore via Ongole to Guntur recorded.

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[P. W. Ry. 1. 760—25-9-99.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

To

His Excellency The Right Honorable

Lord Connemara, G., C., I., E.,

Governor in Council,

Fort Saint George.

The humble memorial of the inhabitants of Ongole and Kandukur Taluqs, Nellore District.

May it please Your Excellency,

Your petitioners have on a previous occasion, in the year 188[illegible] submitted a petition begging that this part of the District might be provided with a Railway. On this petition orders were issued by your Excellency's Government for the collection of statistics of the traffic which

was

was likely to be attracted by the railway then proposed if constructed. An establishment was entertained for this purpose for a short time, but was abolished after it had been working for a few weeks presumably because it was at that time thought premature to carry out our proposals. The great personal interest, however, which we learn is taken by Your Excellency in the scheme of the construction of an East Coast Railway and the favorable manner in which the proposals of Your Excellency's Government in this connection have, we understand, been received by the Government of India —

lead

lead us to believe that this is a suitable opportunity to once more bring to your — Excellency's notice the special need of a Railway through this part of our District and to particularize the advantages which are likely to accrue to the East Coast trade generally by by taking the proposed Railway through Ongole.

2. The Ongole and Kandukur Talugs through which the line would pass if carried from Nellore via Ongole to Guntur, are noted for the excellency of their soil for the raising of dry crops. The Addanki

Division

Division of the Ongole Taluq, in particular, consists entirely of the best black cotton soil. Indigo, cotton, oil seeds and pulses are the principal crops raised in the Kandukur and Ongole Taluqs, and these articles are ever now exported in considerable quantities. The cattle of the Ongole Taluq are noted all over the Presidency, the best breed of what is known as "the Nellore cow" not being common to the whole District but being raised principally in the Addanki Sub Division of this Taluq. These cattle are purchased by dealers in large numbers and taken long distances

by road for sale in other Districts. Mr B. Bruce Foote Superintendent of the Geological Survey of India, says — regarding the iron ore in the town of Ongole "The ore is — magnetic, of good quality, forming several low hills south of the town". There are important salt factories at Kanuparti in the Ongole Taluq and Pakala in the Kandukur Taluq.

3. These are the resources at our command; but, in the midst of such abundance we find that there are many of the simplest luxuries of

life

life, and even such necessaries as good fruit and vegetables and cheap straw, which are not procurable even at Ongole, the principal town in the Northern half of the Nellore District. We can adduce no better argument to show the urgent need of some quick and cheap mode of communication to facilitate the exchange of commodities — between these dry crop producing Taluqs and the wet crop producing parts of the Nellore and Kristna Districts which lie on either side.

It is perhaps superfluous to mention that the iron ore at Ongole is not quarried

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quarried at present; but, with
a Railway passing through
the town, it is reasonable
to presume that "magnetic
iron ore of good quality" would
not remain an unsalcable —
commodity used in repairing
roads, as is now the case. That
the Addanki breed of cattle
~~are~~ is capable of being improved
was shown by the results of
the cattle shows which were
held some years back at
Addanki, and there can be
no doubt that a Railway
through the Ongole Taluq, by
causing an increased demand
for cattle and dairy produce,
such as ghee, would revive —

the

the interest which was formerly taken by the ryots in improving their cattle besides leading to a rapid increase in cattle breeding generally.

4. The construction of a Railway would further attract Capitalists and large traders to this part of the country — who at present are deterred from settling here in consequence of the difficulty of getting from here to any of the large centres of trade. For some days during the rains in each year, all the Northern Talugs of the District are cut off from all postal communication ~~with anywhere~~

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~~anywhere~~ by floods in the rivers. All traffic is at a stand still at such times, it not being possible even for boats to pass along the Buckingham Canal when the rivers which flow into it are in full flood. It does not seem likely that the Local Boards will be able to find funds for many years to come to bridge even the smaller rivers which intersect this part of the Country, and the construction of a bridge across the Pennar, which entirely cuts off the Northern part of this District from communication with Nellore when the river is in heavy

heavy flood, is never likely to be undertaken unless the Railway is taken over the river.

5. No part of the Nellore District stands in greater need of protection from Famine than the Northern Taluqs. We are dependent entirely on the rain fall and on rainfed tanks. The nearest Railways are the Nellore — Tripati, which is 76 miles from Ongole, and the Bellary — Kristna, which is 50 miles distant. During the hot months, when alone famine is likely to occur, Communication with the Kristna District

by

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by the Buckingham canal is cut off, and communication with Madras by this route is difficult owing to the shallowness of the water in the canal. The canal, as far as we can judge, has had little effect on this part of the country beyond diverting to itself a part of the shipping trade of Kothapattam.

6. We would also bring to Your Excellency's notice that if the proposed Railway be constructed, it would attract a great number of pilgrims going to Tripati and other places down in the South, and to Kotappakonda, Bhadrachalam

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Bhadrachalam and Jagan-
nad up in the north.

7. In conclusion, we would urge the great import-
ance of constructing the line which we ask for on the broad standard guage so that we may have unbroken com-
munication with the large standard guage Railway lines of Northern and Southern India.

We beg to remain.

Your Excellency's

most obedient & loyal Servants.

J. Heinicks.
J. H. Burditt
W. Kinman
Jno. Newcomb

V. E. Clough
D. Downie.
W. B. Boggs
D. H. Drake.

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Ellen Kelly

Sarah Kelly

J. R. Bullard

E. Bullard.

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C. Arumugam

B. Narayanastwamy Pillai

C. Ramasamy Pillai

V. Rangamudaliar

N. Sechagiri Ayer,
Headmaster,
Hindu High School
Triplicane

K. V. Doraisamy

A. Makalaranjanam
Hd Master A.B.M.B
Anglo School, Royapettah.

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Raghulu Naidu

Chinniah

Venkatalu

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Mootiyalu Venkiah

G. Balasubramaniam

Kunkata Yachamy

K. Venkatachalam

S. Gordon.

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Bhadrachalam and Jagan-
nad up in the north.

7. In conclusion, we would urge the great import-
ance of constructing the line which we ask for on the broad standard guage so that we may have unbroken com-
munication with the large standard guage Railway lines of Northern and Southern India.

We beg to remain,

Your Excellency's

Most obedient & loyal Servants,

C. Pichayya

P. N. Krishnaswami Chetty.

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P. W. Ry.
760—21-9-99.
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Bhadrachalam and Jagan-
nad up in the north.

7. In conclusion, we would urge the great import-
ance of constructing the line which we ask for on the broad standard guage so that we may have unbroken com-
munication with the large standard guage Railway lines of Northern and Southern India.

We beg to remain,

Your Excellency's

most obedient & loyal Servants.

P. Venkatakrishnaya

P. Venkatakrishnaiah

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To 50/90.

From

Rev: J. E. Clough,

American Baptist Mission

Bezgole

To

H. St. Hamnett Esquire,

Sub Collector,

Nellore

Sir

A large meeting of the leading gentlemen of Bezgole was held on the evening of 8th January 89 in the Baptist Mission Chapel to discuss the desirability of opening a Railway between Nellore and Bezwada and it was resolved therein that a memorial should be submitted to the Government for the purpose. The accompanying Memorial was adopted in the meeting and it was also signed by upwards of 1400 inhabitants of Bezgole and Manduker Taluq.

I

I, therefore, request that you will be pleased to forward the same to the Government with favourable recommendation.

I have the honor to be,

Sir,

Your most obedient Servant,

J. E. Clough.

On behalf of the inhabitants of Ongole and Kandukur Talugs.

No.

Sub Collectorate Office
Ongole
Dated 15th January 1870

From

T. N. Hannyngton Esquire,
Asst. Sub Collector
Nellore.

To C. J. Macleane Esquire
Collector of Nellore

Sir,

I have the honor to forward a memorial signed by upwards of 1400 inhabitants of the Ongole and Kandukur Talukas addressed to his Excellency the Governor in Council on the subject of the proposed Railway between Nellore and Bezavada.

2. The object of the memorial is to bring to notice the special need for a railway through this part of the District and to particularize the advantages which are likely to accrue to the East

East Coast trade generally by
taking the railway through Ongole.

3. I fully endorse all that is set
forth in the memorial and request
that you will forward it to Govern-
=ment for favourable Consideration.

4. I enclose in original the letter
with which the memorial has
been sent to me by Doctor Clough
who has taken an important
part in getting it up.

I have &c

/Signed/
G. A. Hammett
Ag Sub Collector

/True Copy/

No. 183/Emg dated 29th January 1890.
Despd. 1st February 1890.

Submitted to Government.

On the 22nd Instant a letter
was received from the Consulting
Engineer for Railways saying
that the Survey of a line from
Nellore to Gudur had been
sanctioned

All municipal Chairmen

Deputy Collector
for Collector

To The Joint Secretary to Govt.
Irrigation and Railway Branch
Madras.

P.W.C. No. 1050

B. No. 212 R. 10-Feby/90.

From the Collector of

Nellore.

Recd 3-2-90

To The Joint Secretary

to Government.

Irrigation & Railway Branch

Madras.

Dated 29 Jany 1890

Despd 1st Feby 1890.

No. 183 Ry.

Encl. 2.

Subject.

Extension of Railway

from Gudlore to Guntoor.

B. No. 212 R. 10 Feby/90.

Rec'd 7 Feb C.S. 8.2.90

Recorded with

reference to G.O. No. 53 R

dated 14 January 1890

C.S. 5.2.90

R.

[Eng.; 25.11.89.]

Rec. 6-2-90 R. 8-2-90