

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 30 = 1 R

DATED 11 January

[Despatch Abstract.]

Yadavari Bridge

Chairman, Chamber of Commerce, Coimbatore,
to be informed that the Madras Govt. is fully
alive to the necessity for the — he and his letter on
the subject forwarded to the Govt. of India.

Forwarding for consideration a letter from the Chairman,
Chamber of Commerce, Coimbatore, urging the
importance of taking early steps to proceed with
the construction of the —.

BACK PAPERS.

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

FURTHER PAPERS.

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

Letter from the Chairman, Chamber of Commerce, Cocanada, to the Chief Secretary to Government, dated 15th December 1892.

I have the honour to represent that, while the section of the East Coast Railway connecting Bezvada with the right bank of the river Godavari is now practically ready for traffic and the section between the Godavari and Cocanada is also rapidly approaching completion, no steps are being taken to proceed with the construction of the Godavari bridge, and I am directed to urge upon Government that the latter work should be put in hand at once.

Of the financial success of the whole Bezvada-Cocanada section, once through communication is established, there can be no question; but a consideration of the peculiar conditions governing the movements of produce forces the Chamber to the conviction that, until the bridge is built, the trade will simply not use the railway. Hitherto, produce arriving in Cocanada from the Kistna and Godavari deltas has been brought down by boats, which deliver their loads at the godown door, and, when the railway is open, the expense of removing produce from the goods terminus in Cocanada to the merchants' godown will be a novel one to the trade; and when, in addition to this expense and the railway transit from Rajahmundry to Cocanada, merchants find that their goods are to be subjected to the double break of bulks in crossing the Godavari by ferry, it will quickly be perceived that it would be much cheaper, and, as regards protection to the goods, quite as advantageous to take delivery at Covoer (on the right bank of the Godavari,) and transport the goods thence by boat to the godown door at Cocanada; and, if boats are to be employed for this section, representing probably half the mean length of haulage, it will quickly suggest itself that the boats might quite as well be sent on through the western delta canals to Ellore and Bezvada, especially as in the case at least of delta produce this would admit of the goods being loaded up at the point of the canal bank nearest to the fields instead of having first to be transported to the nearest railway station.

If this view of the probable continued use of boats is correct, as the Chamber believe it to be, closure of the canals for three months for repairs will still affect trade prejudicially. The trade (with the exception of cotton) is entirely in the hands of natives, who, as it must be known, work for margins, which admit of no expansion in any item of charges. Any, even the slightest, enhancement in selling prices, necessitated by the increased cost of railway transit, will bar business in outside markets, which neither understand, nor care for, the circumstances, and which are not interested in the compensating advantages of security and saving of time and interest, which, once the railway becomes the highway of traffic, will counterbalance the slightly greater cost. Local traders will, therefore, be compelled to avoid contracts maturing during the period of closure, and the export trade of the deltas, which it is now more than ever the interest of Government, as proprietors of the East Coast Railway, to foster and develop by every means in their power, will still suffer under the incubus of this interruption of business during the height of the produce season each year.

Further, the break of bulk and the use of boats in crossing the Godavari would, rightly or wrongly, seriously shake the Native (and, to some extent, the European) faith in the immunity from pilfering and adulteration of goods entrusted to the railway for conveyance. It would be difficult to overstate the injury, which has of recent years been done to the trade of this port by the wholesale adulteration of produce which is systematically perpetrated on board the canal boats, as much as ten and fifteen pounds of seed or grain being frequently abstracted from a single bag and a like weight of sand or gravel substituted, with results obviously destructive alike to business security and the maintenance of standards of quality. The trade in castor seed, once the largest staple of export from Cocanada, has, from this cause alone, passed into absolute, though it is trusted only temporary, non-existence. High hopes are entertained that, once produce can be sent down in covered wagons, our staples may be rehabilitated and the former scale of export recovered, but the fruition of these hopes must, it is to be feared, await the establishment of unbroken through communication.

These remarks apply only to exports, but it will, of course, be apparent that, if the canal boats are still to find employment in carrying exports, the railway will be unable to compete for the carriage of imports with the boats, which would carry the latter for any rate rather than return empty, as they otherwise must do, and, in particular, the railway will not begin to get a hold on the upward salt traffic, than which nothing will better repay attention, for it is only a question of time and of transport facilities until East Coast salt shall drive Bombay salt out of His Highness the Nizam's dominions and provide an extremely valuable backbone of steady upward traffic not only to the East Coast Railway, but also to the present Government line from Bezvada to the Nizam's frontier.

If the question were whether the Godavari should be bridged or not, the Chamber would probably have felt more diffident in addressing Government on the point, but, so far from this, it is simply a question whether the bridge shall be constructed now or in two or three years' time, when the financial strain, which the Chamber have no desire to make light of, may be less intense, and, as it is therefore simply a question of interest, the Chamber feel that, as business men, they may speak on it with confidence. Taking the cost of the bridge at 55 lakhs, the annual interest charge would be well inside of two lakhs of rupees. Against this, have to be set the cost of ferry plant, which would be worthless as soon as the bridge were opened, and, what is probably much more important, the outright loss represented by the dispersal of the staff and equipment got together for the Kistna bridge. Assuming that construction of the bridge is to be delayed for three years, the account for these items alone would probably balance itself. There is still, however, to be reckoned the infinitely more serious consideration that, until the Godavari is bridged, the capital cost of the section of railway from Bezvada to Cocanada (amounting presumably to 1½ millions sterling) must lie fallow, except for the coaching traffic, itself crippled for want of the bridge, and, in the opinion of this Chamber, no mere financial considerations, nothing but physical obstacles, could justify delay in completing this link in the through communication.

I am, therefore, to urge most earnestly that orders should be issued to stop the dispersal of the Kistna bridge staff and equipment and that construction of the Godavari bridge be put in hand at once.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Letter from the Chairman, Chamber of Commerce, Cocanada, dated 15th December 1892.

ORDER—dated 11th January 1893, No. 30 R., Public Works.

The Chairman, Chamber of Commerce, Cocanada, will be informed that the Madras Government is fully alive to the necessity for the Godavari bridge and the desirability of starting it at an early date. The letter from the Chamber will be forwarded to the Government of India before whom the question now is.

[Here enter No. 31 R., Public Works, dated 11th January 1893.]

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway.
" Chairman, Chamber of Commerce, Cocanada.
" Public Department.

Exd. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated January 11th.

Recd.

Encl.

G.O., 11th Jan. 1893, No. 30 R.

JANUARY.

Godavari Bridge

Chairman, Chamber of Commerce, Cocanada, to be informed that the Madras Government is fully alive to the necessity for the —, &c., and his letter on the subject to be forwarded to the Government of India.

Letter from the Chairman, Chamber of Commerce, Cocanada, to the Chief Secretary to Government, dated 15th December 1892.

I have the honour to represent that, while the section of the East Coast Railway connecting Bezvada with the right bank of the river Godavari is now practically ready for traffic and the section between the Godavari and Cocanada is also rapidly approaching completion, no steps are being taken to proceed with the construction of the Godavari bridge, and I am directed to urge upon Government that the latter work should be put in hand at once.

Of the financial success of the whole Bezvada-Cocanada section, once through communication is established, there can be no question; but a consideration of the peculiar conditions governing the movements of produce forces the Chamber to the conviction that, until the bridge is built, the trade will simply not use the railway. Hitherto, produce arriving in Cocanada from the Kistna and Godavari deltas has been brought down by boats, which deliver their loads at the godown door, and, when the railway is open, the expense of removing produce from the goods terminus in Cocanada to the merchants' godown will be a novel one to the trade; and when, in addition to this expense and the railway transit from Rajahmundry to Cocanada, merchants find that their goods are to be subjected to the double break of bulk in crossing the Godavari by ferry, it will quickly be perceived that it would be much cheaper, and, as regards protection to the goods, quite as advantageous to take delivery at Covoer (on the right bank of the Godavari,) and transport the goods thence by boat to the godown door at Cocanada; and, if boats are to be employed for this section, representing probably half the mean length of haulage, it will quickly suggest itself that the boats might quite as well be sent on through the western delta canals to Ellore and Bezvada, especially as in the case at least of delta produce this would admit of the goods being loaded up at the point of the canal bank nearest to the fields instead of having first to be transported to the nearest railway station.

If this view of the probable continued use of boats is correct, as the Chamber believe it to be, closure of the canals for three months for repairs will still affect trade prejudicially. The trade (with the exception of cotton) is entirely in the hands of natives, who, as it must be known, work for margins, which admit of no expansion in any item of charges. Any, even the slightest, enhancement in selling prices, necessitated by the increased cost of railway transit, will bar business in outside markets, which neither understand, nor care for, the circumstances, and which are not interested in the compensating advantages of security and saving of time and interest, which, once the railway becomes the highway of traffic, will counterbalance the slightly greater cost. Local traders will, therefore, be compelled to avoid contracts maturing during the period of closure, and the export trade of the deltas, which it is now more than ever the interest of Government, as proprietors of the East Coast Railway, to foster and develop by every means in their power, will still suffer under the incubus of this interruption of business during the height of the produce season each year.

Further, the break of bulk and the use of boats in crossing the Godavari would, rightly or wrongly, seriously shake the Native (and, to some extent, the European) faith in the immunity from pilfering and adulteration of goods entrusted to the railway for conveyance. It would be difficult to overstate the injury, which has of recent years been done to the trade of this port by the wholesale adulteration of produce which is systematically perpetrated on board the canal boats, as much as ten and fifteen pounds of seed or grain being frequently abstracted from a single bag and a like weight of sand or gravel substituted, with results obviously destructive alike to business security and the maintenance of standards of quality. The trade in castor seed, once the largest staple of export from Cocanada, has, from this cause alone, passed into absolute, though it is trusted only temporary, non-existence. High hopes are entertained that, once produce can be sent down in covered wagons, our staples may be rehabilitated and the former scale of export recovered, but the fruition of these hopes must, it is to be feared, await the establishment of unbroken through communication.

These remarks apply only to exports, but it will, of course, be apparent that, if the canal boats are still to find employment in carrying exports, the railway will be unable to compete for the carriage of imports with the boats, which would carry the latter for any rate rather than return empty, as they otherwise must do, and, in particular, the railway will not begin to get a hold on the upward salt traffic, than which nothing will better repay attention, for it is only a question of time and of transport facilities until East Coast salt shall drive Bombay salt out of His Highness the Nizam's dominions and provide an extremely valuable backbone of steady upward traffic not only to the East Coast Railway, but also to the present Government line from Bezvada to the Nizam's frontier.

If the question were whether the Godavari should be bridged or not, the Chamber would probably have felt more diffident in addressing Government on the point, but, so far from this, it is simply a question whether the bridge shall be constructed now or in two or three years' time, when the financial strain, which the Chamber have no desire to make light of, may be less intense, and, as it is therefore simply a question of interest, the Chamber feel that, as business men, they may speak on it with confidence. Taking the cost of the bridge at 55 lakhs, the annual interest charge would be well inside of two lakhs of rupees. Against this, have to be set the cost of ferry plant, which would be worthless as soon as the bridge were opened, and, what is probably much more important, the outright loss represented by the dispersal of the staff and equipment got together for the Kistna bridge. Assuming that construction of the bridge is to be delayed for three years, the account for these items alone would probably balance itself. There is still, however, to be reckoned the infinitely more serious consideration that, until the Godavari is bridged, the capital cost of the section of railway from Bezvada to Cocanada (amounting presumably to 1½ millions sterling) must lie fallow, except for the coaching traffic, itself crippled for want of the bridge, and, in the opinion of this Chamber, no mere financial considerations, nothing but physical obstacles, could justify delay in completing this link in the through communication.

I am, therefore, to urge most earnestly that orders should be issued to stop the dispersal of the Kistna bridge staff and equipment and that construction of the Godavari bridge be put in hand at once.

11TH JANUARY 1893, No. 31 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. B. WALKER, Esq.,

Offg. Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

In continuation of my letter No. 2910 R., dated 3rd December 1892, I am directed to forward herewith, for favour of consideration in connection with the proposals of this Government for the early construction of the Godavari bridge on the East Coast Railway, copy of letter, dated 15th December 1892, from the Chairman, Chamber of Commerce, Cocanada, urging the importance of taking early steps to proceed with the construction of that bridge.

I have the honour to be,

Sir,

Your most obedient servant,

*Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.*

FORT ST. GEORGE,
11th January 1893.

Exd. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 11th.

Recd.

Encl.

11th January 1893, No. 31 R.

JANUARY.

Godavari Bridge

Forwarding, for consideration, a letter from the Chairman, Chamber of Commerce, Cocanada, urging the importance of taking early steps to proceed with the construction of the —.

CHAMBER OF COMMERCE,

COCANADA, 15th December 1892.

To

The Chief Secretary to

The Government of Madras,

MADRAS.

Sir,

I have the honor to represent that, while the Section of the East Coast Railway connecting Bezwada with the right bank of the River Godavery is now practically ready for traffic, and the section between the Godavery and Cocanada is also rapidly approaching completion, no steps are being taken to proceed with the construction of the Godavery Bridge, and I am directed to urge upon Government that the latter work should be put in hand at once.

Of the financial success of the whole Bezwada-Cocanada section, once through communication is established, there can be no question, but a consideration of the peculiar conditions governing the movements of produce forces the Chamber to the conviction that, until the bridge is built, the trade will simply not use the railway. Hitherto, produce arriving in Cocanada from the Kistna and Godavery Deltas has been brought down by boats, which deliver their loads at the godown door, and, when the railway is open, the expense of removing produce from the goods terminus in Cocanada to the merchants godown will be a novel one to the trade. And when, in addition to this expense and the railway transit from Rajahmundry to Cocanada, merchants find that their goods are to be subjected to the double break of bulk in crossing the Godavery by ferry, it will quickly be perceived that it would be much cheaper, and, as regards protection to the goods, quite as advantageous to take delivery at Covoora, (on the right bank of the Godavery,) and transport the goods thence by boat to the godown door at Cocanada. And if boats are to be employed for this section, representing probably half the mean length of haulage, it will quickly suggest itself that the boats might quite as well be sent on through the Western Delta Canals to Ellore and Bezwada, especially as in the case at least of delta produce, this would admit of the goods being loaded up at the point of the canal bank nearest to the fields, instead of having first to be transported to the nearest railway station.

If this view of the probable continued use of boats is correct, as the Chamber believe it to be, closure of the canals for three months for repairs will still affect trade prejudicially. The trade (with the exception of Cotton) is entirely in the hands of natives, who, as it must be known, work for margins, which admit of no expansion in any item of charges. Any, even the slightest, enhancement in selling prices, necessitated by the increased cost of railway transit, will bar business in outside markets, which neither understand, nor care for, the circumstances, and which are not interested in the compensating advantages of security, and saving of time and interest, which, once the railway becomes the highway of traffic, will counter-balance the slightly greater cost. Local traders will therefore be compelled to avoid contracts maturing during the period of closure, and the export trade of the Deltas, which it is now more than ever the interest of Government, as proprietors of the East Coast Railway, to foster and develop by every means in their power, will still suffer under the incubus of this interruption of business during the height of the produce season each year.

Further, the break of bulk and the use of boats in crossing the Godavery would, rightly or wrongly, seriously shake the Native, (and, to some extent, the European,) faith in the immunity from pilfering and adulteration of goods entrusted to the railway for conveyance. It would be difficult to overstate the injury, which has of recent years been done to the trade of this port by the wholesale adulteration of produce which is systematically perpetrated on board the canal boats, as much as ten and fifteen pounds of seed or grain being frequently abstracted from a single bag, and a like weight of sand or gravel substituted, with results obviously destructive alike to business security and the maintenance of standards of quality. The trade in Castor seed, once the largest staple of export from Cocanada, has, from this cause alone, passed into absolute, though it is trusted only temporary, non-existence. High hopes are entertained that, once produce can be sent down in covered waggon, our staples may be rehabilitated, and the former scale of export recovered, but the fruition of these hopes must, it is to be feared, await the establishment of unbroken through communication.

These remarks apply only to exports, but it will, of course, be apparent that, if the canal boats are still to find employment in carrying exports, the railway will be unable to compete for the carriage of imports with the boats, which would carry the latter for any rate rather than return empty, as they otherwise must do. And, in particular, the railway will not begin to get a hold on the upward salt traffic, than which nothing will better repay attention, for it is only a question of time and of transport facilities, until East Coast Salt shall drive Bombay salt out of H. H. The Nizam's Dominions, and provide an extremely valuable backbone of steady upward traffic, not only to the East Coast Railway, but also to the present Government line from Bezwada to the Nizam's Frontier.

If the question were whether the Godavery should be bridged or not, the Chamber would probably have felt more diffident in addressing Government on the point, but, so far from this, it is simply a question whether the bridge shall be constructed now or in two or three years time, when the financial strain, which the Chamber have no desire to make light of, may be less intense, and, as it is therefore simply a question of interest, the Chamber feel that, as business men, they may speak on it with confidence. Taking the cost of the bridge at 55 Lakhs, the annual interest charge would be well inside of two Lakhs of Rupees. Against this, have to be set the cost of ferry plant, which would be worthless as soon as the Bridge were opened, and, what is probably much more important, the outright loss represented by the dispersal of the staff and equipment got together for the Kistna Bridge. Assuming that construction of the bridge is to be delayed for three years, the account for these items alone would probably balance itself. There is still however to be reckoned the infinitely more serious consideration that, until the Godavery is bridged, the Capital cost of the section of railway from Bezwada to Cocanada, (amounting presumably to 1½ millions sterling,) must lie fallow, except for the coaching traffic, itself crippled for want of the bridge, and, in the opinion of this Chamber, no mere financial considerations, nothing but physical obstacles, could justify delay in completing this link in the through communication.

I am therefore to urge most earnestly that orders should be issued to stop the dispersal of the Kistna Bridge staff and equipment, and that construction of the Godavery Bridge be put in hand at once.

I have the honor to be

Sir,

Your most obedient Servant,

Amae Nab.

Chairman.

P. W. CURRENT No. 12718

Recd. 23.12.92

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P. W. D

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No. 30 R 9 11-Jan/93.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Chairman } H.E. No. 21/15 Dec 1892.
Chamber of Commerce Coconada

The Chairman, Chamber of
Commerce, Coconada, will be
informed that the Madras
Government is fully alive to
the necessity for the Godavari
Bridge and the desirability of
starting it at an early date.
The letter from the Chamber with
regard to the Godavari Bridge
has been forwarded to the Govt of India
before this Government could
take any action on it.
That of the Government of India
will be forwarded.

L
opp. R

2 The Comptroller for Rys 21
- Engr. in. Ch. E. C. R. 13
- Chairman, Chamber of Commerce } 3
- Public Works Dept 7

No. 31R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

11th January 1892.

SIR,

In continuation
of my letter No. 2910R,
dated 3rd December 1892,
I am directed to forward
herewith, for your considera-
tion in connection
with the proposals of the
Government for the sub-
struction of the Coovari
Barge on the East Coast Ry.,
copy of letter dated 16th Decr.
1892 from the Chairman
Chamber of Commerce Coor-
dinating the importance of
taking early steps to proceed
with the construction of the
Barge.

M. J.

SR

Info despatched with 1st Gen.
11/1/93.

24/1

Mem. 27/12 R 9/1/93

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No. 30-31 Rg 11-Jany/93.