

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 367. R

DATED 18th February

[Despatch Abstract.]

Bridge over the Godavari river — Letter from the Dy of I relative to the construction of a — and inviting alterations to remarks on the subject in its letter no. 75 R.C. dated 21st January 1893 regarding the establishment, for the present, of an efficient wagon ferry in lieu of a bridge, communicated to the Chamber of Commerce, Secunderabad.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	30-31	R	11-1-93				
	282	R	10-2-93				

FURTHER PAPERS.

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

18TH FEBRUARY 1893, No. 367 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 4th February 1893, No. 117 R.C.

I am directed to acknowledge the receipt of your letter No. 31 R., dated 11th January 1893, forwarding for consideration copy of a letter from the Chairman of the Chamber of Commerce, Cocanada, urging the early construction of a bridge over the Godavari river on the East Coast State Railway.

2. In reply, I am to invite the attention of the Government of Madras to the remarks on the subject contained in Government of India letter No. 75 R.C., dated 21st January 1893, and to suggest that the Chamber of Commerce should be informed that it is intended to establish an efficient wagon ferry over the Godavari, a fact which appears to largely discount the arguments advanced in the letter from the Chairman.

ORDER—dated 18th February 1893, No. 367 R., Public Works.
Communicated to the Chief Engineer.

Communicated to the Chairman, Chamber of Commerce, Cocanada, with copy of G.O., No. 282 R., dated 10th February 1893, with reference to Proceedings of Government No. 30 R., dated 11th January 1893.

(True Extract.)

Offg. Under-Secy. to Major, R.E.,
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. C. A. Munisawmy.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.

PUBLIC WORKS.

Dated February, 18th.

Recd.

Encl.

G.O., 18th Feb. 1893, No. 367 R.

FEBRUARY.

Bridge over the Godavari River

Letter from the Government of India relative to the construction of a — and inviting attention to remarks on the subject in its letter No. 75 R.C., dated 21st January 1893, regarding the establishment for the present of an efficient wagon ferry in lieu of a bridge, communicated to the Chamber of Commerce, Cocanada.

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. 30 R., PUBLIC WORKS.

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.)

(Signed) F. B. WALKER,
Offg. Joint 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.

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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.

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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,

(Signed) F. B. WALKER,

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 —.

All communications
should be addressed to
the Secretary.

No. 117 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To
The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta the 11th February 1893.

Sir,

I am directed to acknowledge the receipt of your letter to S1 R. dated 11th January 1893, forwarding for consideration copy of a letter from the Chairman of the Chamber of Commerce, Cocanada, urging the early construction of a bridge over the Godavari river on the East Coast State railway.

S. In reply I am to invite the attention of the Government of Madras to the remarks on the subject contained in Government of India letter No. 76 R.C. dated 21st January 1893, and to suggest that the Chamber of Commerce should be informed that it is intended to establish an efficient wagon ferry over the Godavari, a fact which appears to largely discount the arguments advanced in the letter from the Chairman.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. Herbert

Under Secretary.

RAILWAY BRANCH

14th February 1893.

READ the following :—

Letter from the Govt. of
India B. W. Department to:
117 R.C. dated 7th February 1893.

FOR ORDERS

It is proposed, with the Honorable Member's permission, to communicate the above letter from India with copy of its letter no. 75 N.C. dated 21st January 1893, to the Chairman, Chamber of Commerce, &c. &c. -

McComb

Major RE

J. Under Secy to Govt. B. W. D. Ry. N. H.

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to get this over on
this letter (No 117 R.C of
4 Feb 1893).
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15 Feb

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 " 2909-10R " 3-12-92 ✓
 " 30-1R " 11-1-93 ✓
 " 282R " 10-2-93 ✓

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PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

14th February 1893

READ the following:—

Letter from the Govt. of
India P. W. Department No.
117 R.C. dated 4th February 1893.

FOR ORDERS

It is proposed, with
the Honorable Member's per-
mission, to communicate
the above letter from India
with copy of its letter No.
75 R.C. dated 21st January
1893, to the Chairman, Chamber
of Commerce, Madras.

W. Montagu

Major R.E.

Off. Under Secy. to Govt. P.W.D. Madras

No 648 R 48-6-89 ✓
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" 2597 R - 3-11-92 ✓

" 2909-10 R - 3-12-92 ✓

" 30-1 R - 11-1-93 ✓

" 282 R - 10-2-93 ✓

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Office Secy.
P. W. Department
Madras
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FOR ORDERS.

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PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Govt. of H.E. No. 117 R.C. of 4 July 1893.
India P.W.D. —

20

Communicated
to the ^{Chairman} Chamber of Commerce,
Coimbatore, with copy of
G.O. No. 282 R, dated 10th
February 1893, with reference
to Progs. of Govt. No. 30 R dated
11th January 1893.

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OR

26/3
To The Consignor
- Engr. in Ch. of Ry.
- Chairman, Chamber of Commerce
- Public Dept
Coimbatore

H.M. 14/2 R 16/2

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No. 364 Rg 18-2-93.

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