

Public Works (1893) Department.

SERIAL
No. 58

G.O., No. 579-80R

DATED 18th March

[Despatch Abstract.]

Southern Mahratta Railway - Letter from
from the Collector of Kishna forwarding with
remarks a memorial from the inhabitants of
Bergwada, urging on the necessity for making Bergwada
the terminus of the _____, ordered to be for-
warded to the Government of India -
Forwarded. -

BACK PAPERS.

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

FURTHER PAPERS.

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

Public meeting of the inhabitants of Bezwada held on the 1st of February 1893.

Resolved unanimously that the following address be sent to the Collector of the District.

To J. N. Atkinson Esq.
Collector and Chief Magistrate
of the Krishna District.

Sir,

We beg to present this Memorial expressing our strong desire, that the original scheme of making Bezwada the junction of the South Mahratta Railway with the other two lines, be carried out. In every way it is the only satisfactory plan and as all people in these parts and all who are personally acquainted with the subject hold this view, we approach you with a full confidence that you will forward the Memorial to ~

Government

Government and give it all the help and sympathy you can. We know your anxiety for the prosperity of the District and beg you to help in averting an error which we feel will be, if carried out, a great blow to its welfare.

To us the proposition is altogether amazing and as many of us are merchants dealing with Bellary we are afraid lest the great expectations we had formed of the benefits that will accrue from the construction of the bridge should be destroyed and a plan substituted that will benefit no one. If an evil spirit had stepped in with the object of making the most perverse arrangement possible we could expect no worse idea than the one now proposed.

The ryots have such an objection to the break of bulk that for want of railway connection with this side of the river, they have to a large extent continued to follow their old system and
now

now the bridge is ready, if the break of gauge (which it is proposed to perpetrate in a place where no one lives) is carried out, the bridge being made for bandy as well as railway traffic, will do more to help the old system than to bring profit to the new i.e. Railway and very much so far as the South Mahratta line is concerned.

The bridge having been designed to suit both gauges and all the steel work requisite for that purpose and also the material for making the station suitable for both gauges being on the spot, there will be a great waste of money and all for the purpose of making the most awkward and fatal arrangements for traffic that could be devised.

We submit that in place of breaking up the narrow gauge line on converting it into a broad gauge as far as Guntur, that it would be

a better plan for the line to Madras to strike off at once from the south of the river right through the heart of the delta, skirting wealthy villages and tapping new country. This alignment will be shorter and bring in more profits and is the one recommended by your predecessor Mr. Arundel.

When the bridge over the Histna was first suggested it was with the idea of perfecting the Bellary Histna famine prevention line, but that idea which was a first rate one seems now to be held in little regard, we humbly submit however that it will be a great mistake to give it up and may be when the next great famine comes, a cause for deep regret.

Belwada being the centre of Communication by a ramified system of canals and roads in all directions and the place where all mercantile matters are carried on, it will be a great ~

misfortune both to the public, the Rail-
way system and the whole District if the original plan is not carried out. The original plan possesses every virtue that could be wished for in the way of convenience but the proposed alteration possesses none and we cannot help saying that if it should unfortunately be carried out, it will be in our opinion a lasting discredit to Government.

Resolved that copies of this Memorial be sent to F. J. Spring Esquire and to the South Mahratta Company

(Signed) J. Harrison
Chairman

(Signed) S. Lingayya
Secretary

(True Copy)

J. N. Attur
Acting Collector

No. 543

OFFICE
OF THE

SERIAL
No. 6

COLLECTOR & MAGISTRATE,
MABULIPATAN,
KISTNA DISTRICT.

Dated 2nd March 1893.

FROM, *J. N. Atkinson Esquire,*
Acting Collector, Kistna District.

TO, The *Joint* Secretary to Government,
Public Works Department,
Railway Branch, Fort St. George.

SIR,

*I have the honor to forward -
herewith copy of a communication which
I have received from the inhabitants of
Bezawada, wherein they once more urge
the extreme importance of fixing the
terminus of the Southern Mahratta -
Railway at Bezawada instead of at Sita-
nagar as is now proposed.*

*2. This question, at any rate in
its larger aspects, has been so often
and so exhaustively dealt with, that it is
hard to add to the cogency of what has already
been urged. To those on the spot, acquainted
with*

on 25/3/93

with the local conditions the marvel is that anything can be found to be said on the other side. The opinion of local observers is worth much, and I have not found one single person European or native, official or private who is not absolutely convinced, that so long as the trans-shipping station is to remain at Sitnagarum, the bridge will be for all practical purposes a white elephant.

3. Primarily the Kistna Bridge was intended as one part of a great Scheme of Protective works. It is the last link that was to unite the leeward Districts to the grain producing tracts in the Kistna Delta. The Southern Mahratta Railway nowhere touches the Delta. It is only indirectly in communication with the Western Delta by means of the Main Canal, and from the Eastern Delta it is cut off by the great barrier of the Kistna river. So that in neither case is it perfectly —
designed

designed to attract exporters of produce.

1. In the matter of providing protection and relief from famine, the position of Government is very analogous to that of a merchant. It is the object of Government when constructing a line like the Bellary Kistna Railway to attract dealers, to provide every facility for exporters, to do nothing which shall interfere with the efficiency of the line as a channel of trade. It is not sufficient to run a railway at haphazard through a Famine Zone. So long as Government leaves the business of food supply to private trade, it is most necessary to consider the predilections and wishes of the traders. It is the tendency of trade all the world over to embrace and cling to that particular line which experience has shown to be the most convenient; and not even the sudden demand for food grains —

engineered

engendered by a famine will make trade at once desert its accustomed lines for new outlets. There are contracts to be fulfilled, between the cultivating ryot and the Sowcar, between the Sowcar and the native grain dealer, and between the latter and his correspondents in Madras, Negapatam or Jaffna; so that it is impossible at a moment's notice to divert the export trade to a new channel.

5. Now the Bellary Kistna Railway is noticed above only indirectly communicates with the Kistna Western Delta. It is not the easiest outlet for the produce of that Delta, and it does not offer the best market. And so it has come about that the grain traffic along the Bellary Kistna Railway towards the west is of very trifling value, while on the other hand the canals are crowded with boats taking grain and other produce to Madras. It is an undoubted fact that the Bellary Kistna Railway has not tapped the Western Delta. The market for the Repalle and

Bapatla

Bapatla Taluqs is Madras. And, even if scarcity were to prevail in Kurnool and the Ceded Districts, the supply of grain to those tracts would only very tardily follow the demand. It is a fact that during the late scarcity in 1892 in those districts, almost all the grain imported into them came along the Great Indian Peninsular, or the Madras Railway

6. So far then as the Western Delta is concerned a great error was made in the alignment of the Bellary Kistna Railway. But it is still open to remedy this mistake by taking care that the Railway shall serve the Eastern Delta. To do this it is essential that every impediment be cleared out of the way of the producer and grain dealer.

7. Now the conditions and channels of the grain trade are rather different in the Eastern from those in the Western Delta. The great grain —

producing

producing Taluks are Bezawada, Murvid, Guduwada and Bander. Of these, the two latter and a portion of the Murvid Taluk find their grain market in the Southern ports, Negapatam and Jaffna principally, exporting thither by sea from Masulipatam. The remaining half of Murvid and the Bezawada Taluk representing perhaps $\frac{1}{3}$ of the total rice producing area of the Delta, consign to Bezawada, whence the grain is distributed almost entirely to Hyderabad. If Bezawada is to be made a great centre of distribution, and thereby to be ready, when the time comes, to meet any failure of crops in the west and central parts of the country, it is essential that superior inducements be held out to the producers, and petty dealers, to win them from their present channels of export.

8. Now at present there are absolutely no inducements to export from Bezawada to the west. The markets are no better than those in the north and

South, while the means of export are infinitely more inconvenient, and more costly. With a double break of bulk in a distance of 2 miles, the inevitable delays and losses; and the risk of damage from weather, accidents, and thieves, no dealer is likely to choose this route when he can by an easier line of communication secure as good a market elsewhere.

9. It follows therefore that for purposes of Protection or Relief from Famine the Southern-Mahratta Railway will be useless unless it be continued into Bezawada Station.

10. So far I have dealt with only one aspect of this question, in so far as it affects Famine Protection. There is something to be said about local traffic.

11. Passengers according to the usual custom on Indian Railways may perhaps be ignored. It does not much matter how often they may have to

to change carriages, how long or in what sort of a station they may have to wait. Their comfort is always a quantity negligible.

12. But it is not so with goods. For all local goods traffic the Railway has dangerous competitors in carts and canal boats. There is a considerable local trade in cotton, oilseeds, food grains, salt, fish etc between Bezwada and the Stations along the Southern Mahratta Railway as far west as Karsarowpet. For instance the annual exports of cotton from Bezwada to Gunter come to about 10,000 Bales of 400 lbs each, and the imports from thence via Bezwada to Coconada amount to 30,000 Bales. At present all this local traffic crosses the river in boats above the Anicut, and is landed ^{or shipped,} some inside the Canal at the Railway Wharf of the S.M. Railway, but the greater portion just above the head lock on the river bank and here there are

Always

always carts waiting to snap up the traffic, and it is a constant war of tariffs between the Railway Company and the cartmen. If the Southern Mahratta Railway is to have its terminus at Sitanagaram, it will be necessary for them always to have a short branch to the bank of the river at this point, otherwise they will lose the whole of their local trade: whereas if the line be continued into Bezwada I have little doubt that in a short time the cart and boat traffic will die a natural death.

13. Incidentally I may mention that in the interests of irrigation in the Western Delta it is much to be desired that the Southern Mahratta Railway branch to Hista Canal Terminus Station should be abandoned at the earliest possible date. Such abandonment

the Southern Marhatta Railway Company
will undoubtedly resist to the utmost,
unless they be given running powers
into Bezawada.

14. I have informed the authors of
the enclosed communication that it
has been submitted to Government.

I have the honor to be,

Sir,

Your most obedient servant

J. M. Allen

Acting Collector

W. H. compnd
201

From, *Acting*
THE COLLECTOR,
KISTNA DISTRICT.

To,
THE JOINT SECRETARY TO GOVERNMENT,
Public Works DEPARTMENT,
Railway Branch, FORT ST. GEORGE.

Dated 2nd March 1893.

Despd: 3 — 2 — 92

Recd: 6 — 3 — 93
Disposal No. 543
Vir of 93

Enclosures. one

Subject.

Forwarding copy of a
Memorial from the inha-
bitants of Berwada argu-
ing on the necessity of
making Berwada the Ter-
minus of Southern Mahratta
Railway instead of Sila-
shaparam and expressing
concurrence with the proposal
of the Memorialists.

No. 1156 R. 2/3-12-84 ✓
- 425 R. 13-6-87 ✓
- 302 R. 18-4-88 ✓
- 754 R. 6-7-89 ✓
- 755 R. 6-7-89 ✓
- 1087 R. 29-7-90 ✓
- 1356 R. 28-5-92 ✓
- 2373 R. 6-10-92 ✓
- 2849 R. 28-11-92 ✓
- 2848 R. 28-11-92 ✓
- 2899 R. 2-12-92 ✓
- 2900 R. 2-12-92 ✓
- 308-9 R. 14-2-93 ✓
- 5458 C. 22-12-92 ✓
- 308-5 R. 14-2-93 ✓

SERIAL

No. 28

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

B. No. 579 R dated 18th March 1893
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Letter from the Collector
of Kistna* H. No. 543 of 2nd March 1893

Ordered that the
above letter be forwarded
to the Government of India
with reference to Progs. No.
308 R. dated 14 February
1893.

7/11
10/4 R

To The Comptroller for Rs. ✓
- Imp. in Ch. accy. ✓
- Exch. C. Ry. Secy. ✓
- Revenue Secy. ✓
- Collector of Kistna ✓
20/3

No. 580 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH

SERIAL

No. 20

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

18th March 1893.

Sir,

With reference
my letter No. 309 R, dated
14th February 1893, forming
the views of this Government
in connection with the
Junction arrangements
between the Southern Madras
Railway & Madras-Bengalore
Railway, I am directed
to forward herewith for the
information of the Government
of India copy of letter No. 843,
dated 2nd March 1893 from the
Collector of District.

F. R. M.

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B
No. 579-80 R 718-3-73

B
No. 579-80 R 718-3-73

2. C. 21/3

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